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American Railroad Journal.

New York, Saturday, December 13, 1873.

James River and Kanawha Canal.

The regular annual session of the stockholders of the James river and Kanawha canal met in Richmond, Virginia, on the 29th ult. The report of the president, C. S. Catrington, showed that the receipts for the fiscal year, ending September 30, 1873, were $155,370 66; expenses, $97,394 28. The report alludes to the inspection of the route by the Senate committee on transportation, and concludes as follows:

The surveys of your line by the general government have been made under appropriations by Congress in 1870, and the two appropriations of 1872, and the reports of these surveys show its definite location in every part of its entire length and the estimates of the cost of its construction. The full information furnished by these reports will be before the Congress of the United States at its next session, and the question of the completion of this central water line by the general government, with the concessions made and the conditions indicated in the memorials of the States of Virginia and West Virginia, will probably be decided by that body.

Mr. Carrington was re elected president; Col. Henry C. Cabell, director for the State, and Charles W. Antrim, of Lexington, Virginia, director on the part of the stockholders. The board of public works appointed Messrs Franklin, Stearns, and S. C. Tardy, of Richmond, directors for the State.

Atchison, Topeka and Santa Fe Railroad.

This corporation has got into a position in which its directors are obliged to appeal to its stock and bondholders for aid to bridge over its present financial embarrassment. They say the time has come when the interests of the company demand that provision should be made to wipe out the floating debt and insure the certain prompt payment of interest in the future, and that this can be done by the issue of a loan equal to eighteen months coupons, payable if desired in the coupons as they mature. The floating debt is $486,000, besides the January interest and taxes $50,000. The land department also owes $350,000, but there is due the company for land sold $1,105,744, the payments from which accumulating each year will soon largely exceed land bond interest.

The net earnings for the past nine months (two months being estimated) are $424,538 96, and the directors believe that in 1874 they will be $675,000, and in 1875 $825,000, while the annual interest on its first mortgage bonds is $492,870 gold.

The plan the directors propose is to provide for the wants of the land department by issuing at par $700,000 of 12 per cent currency income bonds, running five, six and seven years, to be paid for one-third Jan. 1, 1874, one third July 1, 1874, and one third July 1, 1875, in cash or in land mortgage coupons due three months later. And to provide for the other wants of the company by issuing at the price of 50 per cent in currency, $1,852,000 of the consolidated 7 per cent gold bonds, being a second mortgage on the road and the lands, the first coupon on same being due Oct. 1, 1876, producing $926,000, and payable one-third Jan. 1, 1874, in cash or coupons, due within three months thereafter, and the second and third payments, one-third July 1, 1874, and one-third Jan. 1, 1875, on the same terms. Each holder of twenty-five shares of stock is to have the right until Dec. 20 to take $500 of the consolidated bonds and $200 of the land income bonds.

The directors say there is no possibility of avoiding a default unless this loan is taken; that any deficiency on the part of small holders will not be made up by those having large interests, and that it must be taken immediately by the holders of the bonds and stock if the credit and value of the investment is to be preserved.

Railway Brakes.

On Friday last a party of gentlemen connected with some of the principal companies went from St. Pancras to Bedford in order to witness the working of the WESTINGHOUSE or continuous air brake, which has now been for six months in constant use on one of the Midland trains. Both in going and also in returning on Saturday morning the party traveled by ordinary passenger train, so that no special or experimental stops could be made, and no time could be afforded for measuring the distance which the train ran, after the application of the brake, before it was brought to absolute rest. There was, in fact, nothing to be seen but the efficiency of the brake in causing the ordinary station stoppages, and, thus tested, it accomplished all that has been claimed for it. On Saturday morning the rails were in the worst possible state, slippery from slight moisture; but the stoppages were made in periods of time varying from fifteen to forty seconds, according to the inclination of the road, and in distances that, measured only by the eye, seemed almost incredibly short. We understand that the Midland directors are at present contemplating the general introduction of the brake throughout their system, and that it is actually in course of being applied to all the trains of the Metropolitan District. On the latter line the authorities expect to save the cost of the introduction of the brake in the first year of its use by the diminished wear and tear of their station rails, which, on the present system of stopping, have a life seldom exceeding two years, as against an average of eight years for rails intermediate between stations. There is much reason to hope that companies may find it to their own interest, in many ways, to give the public the security against collisions which the air brake is calculated to afford. Among its other advantages, by allowing a train to run at full speed almost up to its stopping point, it saves all the loss of time incidental to slackening, and this, in a long journey with many stoppages, is much more considerable than would be supposed. Again, it absolutely prevents recoil of the train after stoppage, an occurrence which has been a fertile source of accidents to passengers, and of consequent litigation, and which explains the fe-

quent discrepancies between the evidence of different witnesses on the question whether a train was at rest or not.—*London Railway Times, Nov.* 15.

Northern Pacific Railroad.

Whether the government desires to do so or not, we believe it will be forced by circumstances, to assist in the completion of the Northern Pacific Railroad. For, as the country on both of the slopes will speedily be peopled to the very base of the Rocky mountains, the rocky gap between will continue to be subject to Indian depreciations until there is a swift means of passing soldiers over it. Railroads are important auxiliaries in Indian as well as other wars, and this nation is too progressive to do without a quick and reliable means of shifting troops when we have within our confines, tribes of savages who, on the slightest pretense, slaughter those they consider as enemies.

The Sioux Indians, as is well known, can bring into the field quite a respectable army; and unless we can at once check any outbreak on their part, by throwing bodies of armed men into their fastnesses and haunts, they are likely to do considerable harm within the next few years. The government, we take it, will consider this condition of things; and, when asked, act with promptness in aiding the Northern Pacific to its final completion. The company have done exceedingly well in building what they have of the road, and we see no sound objection to the country helping them along, particularly when the enterprise in which they are engaged is of so much national importance. No doubt a few croakers will raise their voices against giving any help to the road, but these can only argue against reason in advancing their objections. The completion of the great work is an actual national necessity, because it will open to settlement thousands of square miles of the best and richest territory over which our flag floats. And the next Congress, we opine, will agree with us in this view.—*Railway Chronicle.*

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$192,407 00	$180,372 21
" freight	335,108 41	332,987 43
" express	15,219 26	13,584 76
" mail	10,898 33	9,350 00
" rents	13,636 33	26,468 50
	$566,679 33	$562,762 90

And the expenses of 1873, were:

Conducting transp.	$99,656 01	
Motive power	100,597 09	
Maintenance of way	89,073 65	
Maintenance of cars	22,854 54	
General expenses	28,878 40	
		341,059 69
Leaving net earnings		$221,703 21
Deduct interest on bonds and appropriations to sinking fund		118,721 06
Leaving a surplus for the year of		$102,982 15

This surplus has been expended in additional equipment, new buildings and other improvements.

As compared with the previous year the gross earnings show a decrease of $3,916 43; the expenses, including taxes, a decrease of $16,059—and the net earnings an increase of $12,142 57. The president in his report says:

The condition and value of the property has not only been well maintained, but has been very materially improved, by the continued faithful application of the sinking fund to the reduction of the bonded debt, by material improvements to track and buildings, and by the purchase and construction of additional equipment.

The sinking fund has purchased during the year, thirty-nine bonds of $1,000 each; thirty-four of which were from the appropriation of the current year, and five from an unexpended balance from last year. This makes a total of 152 bonds redeemed by the sinking fund to date; in addition to which, three Rockville Division bonds were purchased during the year.

The cost of the road and equipment to date, is as follows:

Construction of road		$2,479,492 62
Equipment		510,150 66
		$2,989,643 28
Which is represented by:		
Common stock		$1,044,415 12
Preferred stock		100 000 00
Bonds outstanding		1,085,000 00
Earnings expended		760,228 16
		$2,989,643 28

The continued pursuit, for a very few years longer, of the conservative policy which has prevailed on this road from its beginning, cannot fail to make it a valuable property to its stockholders. This policy has been to create no additional debt, but to steadily reduce that already existing, and apply the surplus earnings to the improvement of the property, and to increasing its facilities for transacting its business.

The receipts from all sources during the year were as follows:

Earnings, as above	$562,762 90
Sale of $8,000 E., H. & N. R.R. bonds	6,800 00
Accounts receivable	7,176 90
Stock collections	162 19
Total	$576,901 99

And the expenditures were:

Operating expenses & taxes, as above	$341,059 69
Interest	85,164 06
Appropriation to sinking fund	33,557 00
Construction	39,594 96
Equipment	70,300 46
Rockville Division bonds purchased	3,000 00
Real estate purchased	1,472 55
Increase in supplies on hand	2,431 59
Decrease in account payable	821 68
Total, as above	$576,901 99

The equipment of the road is as follows: 18 engines, 10 passenger coaches, 1 paymaster's, 5 baggage, mail and express, 7 caboose, 202 box, 30 platform, 93 coal, 10 stock, 10 construction, 30 hand, and 20 push cars; all of which are in good working condition. Two of the engines are very light, and of but little use. The superintendent therefore recommends that two new freight engines be purchased during the coming year. And if the coal trade continues to develop as it promises to do, it will be necessary to largely increase the supply of coal cars. Orders have been given to build 25 at the company's shops, and at least 25 more should be purchased or built at an early date. An increase in the stock of line cars for through freights is also recommended.

The train service for the year is as follows: passenger, 142,989 miles; freight, 194,152; construction, 25,196—total, 362,337 miles, being a slight increase over last year.

One new freight engine and 16 coal cars have been purchased during the year, and 1 caboose, 52 compromise box, and 3 coal cars built.

The number of passengers carried is 131,036, being 15,000 less than last year. Tons of freight transported 220,000, an increase of 11,500. Number of loaded cars moved, 26,996; do. empty do., 12,449—total, 39,445, an increase of 1,585. Mileage of cars, 2,343,921, an increase of 235,663.

The operating expenses and taxes are 61 per cent, against 63 per cent in 1872.

General Balance Sheet.

Construction of road		$2,479,492 62
Equipment		510,150 66
Real estate		8,121 84
E., T. H. and C. R. W. stock		10,000 00
Fair Ground stock		1,000 00
Fuel on hand	$11,898 90	
Materials on hand	26,910 83	
		38,809 83
Cash	$16,896 94	
Bills receivable	5,829 28	
Due from P. O. Depart.	1,556 82	
" other lines	10,757 44	
" agents	8,099 49	
		43,139 97
		$3,090,714 82
Capital stock paid in		$1,008,933 32
Fractional scrip		6,076 24
Unclaimed stock dividends		29,405 56
Preferred stock		100,000 00
Seven per cent bonds Main Line	$1,090,000 00	
Less redeemed by sinking fund	152,000 00	
		938,000 00
Rockville Division bonds		147,000 00
Accounts payable	$4,408 73	
Due other lines	15,899 56	
		20,308 29
Income account:		
Earnings expended in construction	$760,228 16	
Balance of account	80,763 25	
		840,991 41
		$3,090,714 82

President and Sup't.—J. E. Martin.

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, J. E. Martin, L. S. French, J. W. Maddox, J. Alsop, H. K. Wilson, C. Rose, W. R. McKeen, J. H. Turner, W. K. Edwards, G. K. Steele.

Secretary and Treasurer.—F. Heakes.

Assistant Auditor.—C. Rush.

Engineer and Paymaster.—C. C. Genung.

Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to $36,783,000, of which $36,762,300 has been paid. The receipts for the year ending 30th of June, 1873, from the transportation of passengers, were $3,786,208 20; of freight, $5,024,998 37, and from miscellaneous sources, $822,758 52; total, $9,633,965 09. The entire cost of the road and fixtures to said date was $112,259,336 53, and the operating expenses of the road for the last fiscal year (ending 30th of June, 1873), were $4,697,999 50. The total bonded indebtedness of the company at the end of that year amounted to $75,427,512, of which $27,236,512 is due to the United States. The "floating debt" to the same period (not including the company's note for $2,000,000 issued to the Hoxie contract), amounted to $1,940,239 78, and "exchange loans" £120,000.

The Central Pacific Railroad Company by consolidation (as heretofore reported) embraces, besides the original company of that name, also the Western Pacific, the California and Oregon, the San Francisco and Oakland, and the San Francisco and Alameda companies. Stock to the amount of $62,608,800 has been subscribed, and $54,275,500 paid. The receipts for the year ending June 30, 1873, from transportation of passengers were $4,388,307 14, and of freight, $7,277,482 33; total, $11,665,789 47. The operating expenses of the road for the year were $5,349,435 21, leaving net earnings to the amount of $6,316,364 26. At the close of said year the indebtedness of the company amounted to $85,433,816 60, of which $27,855,680 was to the United States.

The stock subscription of the Central Branch Union Pacific Railroad Company is $1,000,000, of

which $980,600 has been paid in. The receipts for transportation of passengers for the year ending June 30, 1873, was $48,591, and for freight $71,071 91—total, $119,662 91. The expenses of the road and fixtures have been $3,723,700. The expenses of the road for the fiscal year ending as above stated is $172,231 44. The company's indebtedness (in addition to the first mortgage bonds, $1,600,000, and the Government loan, $1,600,000) is $303,058 45. The amount of stock of the Kansas Pacific Railway Company subscribed is $9,992,500, and the amount paid is $,9-655,950. Total amount of stock allowed by law, $10,000,000. The receipts for the transportation of passengers for the year ending June 30, 1873, were $1,393,633 96; for freight during the same period, $2,285,038 52; miscellaneous earnings, $69,617 34; total, $3,748,289 82. The cost of construction and equipment of 639 miles of main line and 33 miles of branch line (672 miles) has been $33,392,840 66. The total funded debt of the company is $27,452,100 of which $6,363,000 is due the United States; other liabilities and indebtedness, $2,996,148 97; total, $30,248 97.

The amount of stock of the Denver Pacific Railway and Telegraph Company subscribed and paid in is $4,000,000. The receipts for the year ending June 30, 1873, for transportation of passengers were $173,720 58; of freight, $149,012 42, and from miscellaneous sources, $13,215 25; total, $335,948 25. The cost of construction and equipment of the road to the date above stated, was $6,493,800, and the indebtedness of the company to that date was $2,513,747 16.

At the close of the fiscal year ending June 30, 1873, the amount of subscribed stock of the Southern Pacific Railroad Company of California was $13,189,400; of which $11,965,400 was paid in. Explorations and examinations of former preliminary lines have been continued since the last report rmounting to 750 miles; 114.50 miles of road have been permanently located, and 64.50 completed. Twenty miles of this latter distance is on the route from Tipton to Delano, and 50 miles (commencing at the San Fernando Pass via Los Angeles, thence toward San Bernardino, ending about 29 miles easterly from Los Angeles) on the line from Tehachapi Pass to Fort Yuma. Forty-two and one- half miles have been completed on the branch line in the Salinas Valley. The cost of the surveys to June 30, 1873, has been $105,000. The amount received for the transportation of passengers for the fiscal year was $469,-789 63; of freight, $486,465 87; total, $956,255. The expenses of the road for the year were $458,-739 14; leaving net earnings of $497,515 86. The indebtedness of the company is shown by their report to be $8,050,000. The fourth section of 20 miles of this road was accepted by you on the 6th of August last, making the total number of miles accepted 90.26.

Stock of the Texas and Pacific Railway Company has been subscribed to the amount of $2,-000,000, of which $200,000 has been paid in. The bonds of the company consist of two kinds, viz.: "First mortgage six per cent gold construction bonds," and "First mortgage land grant bonds." Of the former none have been issued. Of the latter there have been issued in the purchase of consolidated roads $4,000,000. The indebtedness of the company is shown by their report to be as follows; Capital stock (as shown above), $2,000,-000; land bonds, $4,000,000; debt of the Southern Pacific Railway Company of the State of Texas, assumed by the Texas and Pacific Railway Company, $299,126 31; floating debt, $790,095 71; interest coupons on land bonds, $140,000; total, $7,139,222 02. The operating receipts and expenditures of the road for the year ending June 30, 1873, have been as follows: Receipts—from passengers, $104,392 44; freight, $223,211 99; United States mails, $5,328; miscellaneous, $448, 43; total, $333,380 86. Expenditures—for conducting transportation, $51,994 43; maintenance of roadway, $111,044; cost of running and maintenance of motive power and cars, $62,370 20; general expenses, $31,153 56; total, $256,562 19. Receipts over expenditures, $76,818 67. There have been 109 miles of this road constructed, and 355 miles graded, bridged and tied. Since the date of the last report of the company (June 30, 1872), the engineers in charge of the survey have run over 8,000 miles of instrumental lines, and made 15,000 miles of reconnaissance, developing a country 1,500 miles long, east and west, and 150 miles in width, north and south, so thoroughly that the line of location from Rio River to the Pacific can very nearly be determined. The lines of road surveyed and in part undergoing construction are as follows: Southern Division, from Longview, Texas, to Fort Worth, 155 miles; Jefferson Division, from Marshall to Texarkana, 69 miles; Transcontinental Division, from Texarkana to Fort Worth, 238 miles; Brazos Division, from Forth Worth to the one hundredth meridian, about 175 miles; Pecos Division, from the one hundredth meridian to the Rio Grande river, 412 miles; New Mexico Division, from Rio Grande to the Pimas Villages, 388.85 miles; California Division, from Pimas Villages to San Diego, California, 444 miles; total distance, 1,880.85 miles. The greatest altitude reached in crossing the continent is 6,355 feet.

The Atlantic and Pacific Railroad Company's report for the year ending June 60, 1873, showed that $19,760,300 of stock has been subscribed and paid in. Grading has been done in the Soledad Pass, Cal., and $8,013 72 expended in grading at this pass to June 30, 1873. On June 29, 1872, the company leased for a term of 999 years the Pacific Railroad of Missouri, extending from St. Louis, Mo., to Kansas City, Mo., including the Carondelet Branch, 297¼ miles, and assumed the leases to said Pacific Railroad of the following named lines: Missouri River Railroad, 25¼ miles; Leavenworth, Atchison and Northwestern Railroad, 21¼ miles; Osage Valley and Southern Kansas Railroad, 25 miles; Lexington and St. Louis Railroad, 55¼ miles; St. Louis, Lawrence and Denver Railroad, 61 miles. The cost of the surveys of the Atlantic and Pacific Railroad to June 30, 1873, was $306,857 86. The amount received from passengers on the Atlantic and Pacific Railroad Division was $303,357 84; on the Pacific Railroad of Missouri and leased lines division, $1,073,981 02; total, $1,377,338 86. The amount received for freight on the Atlantic and Pacific Railroad Division was $945,711 69; on the Pacific Railroad and leased lines division, $2,587,852 37; total, $3,533,564 06. The cost of the Atlantic and Pacific Railroad and fixtures, as appears from the accounts of the Treasurer, June 30, 1873, was $36,262,322 70. The running expenses of the road from July 1, 1872, to June 30, 1873, were $692,529 16. The same expenses of the Pacific Railroad of Missouri and leased lines for that period were, $2,693,926 36; total for the fiscal year, $3,386,455 52. The indebtedness of the company is as follows: bonded debt of the South Pacific Railroad Company, secured by mortgage of lands assumed, $7,190,000; Atlantic and Pacific Railroad Company's bonds, dated July 1, 1868 (20 years), $2,945,500; Atlantic and Pacific company's railroad and land grant bonds, November 1, 1871, $1,190,000; the same company's Central Division land grant bonds, dated November 1, 1871, $797,922; same company's second mortgage railroad and land grant bonds, dated November 1, 1871, $1,272,000; same company's scrip for bonds dated November 1, 1870, $1,718,438 36; total bonded indebtedness, $15,113,860 36; floating indebtedness, $2,758 025 38; total indebtedness, $17,871,885 74. Assets of cash, debts due company, and securities other than of this company amounting to $1,340,070 31, on hand.

Stock of the Northern Pacific Railroad Company, to the amount $100,000,000, has been subscribed, and certificates for 172,695 shares of $100 each have been issued. During the year 1873 the road was definitely located from the mouth of Heart river, on the Missouri, to the mouth of Glendive creek, on the Yellowstone, a distance of 205 miles. The precise point of crossing the Missouri river has not yet been fixed by the company. The surveys necessary to complete a continuous line across the continent, which were left unfinished last year by reason of the open hostility of the Sioux Indians of Montana and Dakota, have this year been brought to a most satisfactory conclusion. A continuous line has been surveyed from Lake Superior to Puget Sound, and the data have been obtained for deciding the final location of the road between the above-named termini. The entire line of route has not as yet been definitely fixed upon. The company reports that for climate, soil, quantity and variety of mineral wealth, and all the elements necessary to the support of a dense population, there is no zone of similar extent and value between the Mississippi river and the Pacific Ocean as that "of the region lying between and contiguous to parallel 46 and 47 north latitude." The whole amount expended on surveys from the beginning of the work to July 1, last, is $1,058,873 74. The extent of line surveyed is 9,388 miles, and, in addition, 2,350 of river reconnaissance. The amount received from passengers on the road (in Minnesota and Washington Territory) is $153.551 97; for transportation of freight, $393,549 23, which includes a few days of the earnings in June, 1873, in Dakota. The expense of the road and fixtures has been $20,-092,380 09, and the indebtedness of the company is $29,309,337 40. The word "expense" as used above, is said by the company "to mean the cost of the road proper, and its fixtures," only. The company's report states that on October 1, 1873, trains were running regularly (both passenger and freight) engaged in the general traffic from Lake Superior to the Missouri river, a distance of 453 miles, and from Kalama, on the Columbia river, northward, 65 miles toward Puget Sound. Beyond that a distance of 25 miles, a track has been laid, and 15 miles more nearly graded, which, when completed (about the 1st of December this year), will make a continuous road from the Columbia river to Puget Sound of 105 miles.

An Open Canal in Winter.

A competent engineering authority has been making a close examination of the practicability of Mr. Cheseborough's scheme to keep the Erie canal from freezing up by the use of artifical heat, and as a consequence we have now before us an elaborate report on the subject from Professor R. H. Thurston, Professor of Engineering in the Stevens Institute of Technology. The entire feasibility of the project seems to be conceded by Professor Thurston. The quantity of coal required per mile of canal to keep it open when it would otherwise freeze uniformly to the depth of one foot he estimates would be, in even numbers, seventy-five tons, which estimate must of course be increased or diminished with the thickness of the ice which would form if left without artificial impediment. The following is his estimate of the cost, for a canal seventy feet wide:

COST OF PLANT PER MILE.

Heating apparatus	$12,000 00
Distributing apparatus	2,500 00
Buildings and land	1,250 00
Total	$15,750 00

COST OF MAINTENANCE PER MILE AND PER ANNUM.

Repairs and depreciation	$1,450 00
Interest on capital	1,102 50
Coal, 300 tons at $4	1,200 00
Two men, three months, at $60	360 00
One man, three months, at $90	270 00
One man, four months, at $60	840 00
Superintendent and contingencies	150 00
Total	$4,772 50

TOTAL ESTIMATES.

For a canal 350 miles long, seventy feet wide, in the latitude of Central New York.

First cost, 350 miles, at $15,750	$5,412,500 00
Maintenance, per annum, at $4,772	1,670,200 00

Pittsburgh and Connellsville Railroad.

The stockholders of the Pittsburgh, Washington and Baltimore Railroad held their annual meeting yesterday at the Company's General Office, Connellsville Depot. The large number of gentlemen present represented about seven-eighths of the entire stock, and as many of them came over the road they had an excellent opportunity of observing its present condition, with which entire satisfaction was expressed.

After its organization, the meeting proceeded to the election of officers and a Board of Directors for the ensuing year, and the following gentlemen were re-elected officers: Mendes Cohen, President; Charles Donnelly, Treasurer; J. B. Washington, Secretary and Auditor; E. K. Hyndman, General Superintendent; S. C. Hough, General Passenger Agent, and George Shiras, Jr., Solicitor. The following gentlemen were elected as a Board of Directors for the ensuing year: Messrs. Mendes Cohen, W. S. McBride, G. L. B. Fetterman, William Baldwin, John Donnell Smith, William Keyser, Israel Cohen, Charles Neff, Hugh Sisson, William H. Perkins, H. S. Vickery, and G. C. Dennis. After their annual dinner at the Monongahela House, the stockholders held an informal meeting at which a brief synopsis of the condition of the affairs of the corporation was presented, as no regular report will be ready until the next meeting in February, 1874. From the statement presented it was shown that nearly $200,000 had been expended on the road during the past year; that between six and seven hundred men were constantly employed on repair work and bringing the track to its present fine condition; and that not a single accident involving loss of life or property has occurred for many months, the President considered the best proof that the work had been well done.—*Cumberland News, Dec. 8.*

From the Boston Journal, Nov. 28.

The Hoosac Tunnel.

Yesterday was a memorable day in the history of the greatest railroad enterprise ever undertaken in this Commonwealth. The final stroke was given which opened a tunnel through Hoosac Mountain, and now men may walk from one side of this great natural barrier to the other through the passage. The explosion of two hundred pounds of nitro glycerine scattered the few feet of rock that remained to be removed ere the mountain was pierced. We recapitulate below the principal facts in the history of this important undertaking:

The history is a long and perplexing one, and public faith in its propriety and success has often been very feeble. The project, of course, had its germ in that desire not yet realized of more means of carrying freight from the great fields of the West for Eastern use and shipment across the Atlantic. Even before railroads, as early as 1825, the wise men at the State House puzzled over the problem, and a commission, led by Laomi Baldwin, calculated the chances of a canal, and finally decided upon a route and made up their minds that the Hoosac Mountain could not be dodged but must be tunneled. Later in the same year, however, the first American railway began its operations on a three mile course at the Quincy granite works, run by horse power, and in the popular interest in this method of transportation the canal-tunnel project dropped out of notice.

In 1842 the Boston and Albany Railroad was opened, in 1845 the first rails of the Fitchburg road were laid, and in January, 1852, ground was broken for the Troy and Greenfield Railroad. The tunnel came as the inevitable means to unite the fragments of a great trunk line East and West. The early tribulations of the Troy and Greenfield Company are already a well known matter of history, and in 1854 the State became involved in the enterprise by loaning its credit to the amount of two millions, on condition that $600,000 should be subscribed to the stock, and 20 per cent actually paid in; that seven miles of road should be built and 1,000 feet of tunnel completed to entitle the company to $100,000 of the scrip; and that, for every additional issue of scrip, a further payment should be made to the stock, another 1,000 feet of tunnel be completed, and certain specified lengths of road built; so that in the end the whole road and tunnel would be completed before the last issue of $200,000 was made by the State. Even with this the company failed to raise the needful money, and in the following year the Legislature authorized towns along the line to take stock equal to 3 per cent of their valuation, but even this disposed of only five hundred and twenty shares as far as 1867. Notwithstanding this a contract was made with E. W. Serrell & Co., to build the road and excavate the tunnel for $3,500,000, the contractors to take $440,000 worth of stock. This failing, in January, 1856, a second contract was made with Serrell & Co., requiring that the railroad company should, before May 15, raise $100,000 of available stock over and above what had then been subscribed, making a total of $210,000 in available cash subscriptions. The company now appealed to the Legislature for a State subscription of $150,000, the State to select a portion of the contractors; but, this effort failing, the contract fell through.

In July, 1856, the engagement with Heman Haupt & Co., was begun, by which they were to build the road and tunnel for $3,880,000; $2,000,000 from the State; $900,000 in mortgage bonds of the company; $598,000 in capital stock, and $382,000 in cash. Again the railroad company could not come to time, and this contract failed. At the next session of the Legislature an act was passed making the terms of the loan by the State easier, but Gov. Gardner vetoed it, adding a prophecy that the tunnel would not be completed until 1874. At that time the mountain had been pierced 621 feet at the west end.

In February, 1858, another contract was made with Haupt & Co., to complete the tunnel for four millions. Two million dollars were State bonds to be used exclusively on tunnel work; $400,000 in the mortgage bonds of the company, and $1,100,000 in cash and capital stock, the company being released from any cash payments. The history of the work under this contract is a perplexing one and uninteresting to the general public. It was suspended in 1861, and in 1862, after a stormy time at the Capitol, the State had the tunnel fastened to it by the appointment of a Board of Commissioners to assume the direction and possession of the road under the several mortgages given to the State. At this time much work had been done at both approaches to the mountain, the east end heading had been driven nearly 2,400 feet, 2,130 being of the size prescribed by statute; a shaft had been sunk 3,000 feet from the west end, 825 feet, to grade, and had been driven 50 feet from the shaft, while the west end had been excavated for 610 feet, though this part was afterward abandoned. The western division of the railroad from North Adams to the State line, about six and two third miles, had been finished in 1858, and was operated under a lease yielding $10,000 net income on an advance of $50,000 by the State, while work had been done on the eastern division in the way of grading. The Southern Vermont road, some six miles, extending from the State line through Pownal to the Troy and Boston line, was purchased in April, 1860, for $200,000.

The Commissioners, John W. Brooks, S. M. Felton and Alexander Holmes, began their labors in May, 1862, and in September the Troy and Greenfield Railroad was surrendered to the State. Mr. Charles G. Gowan, an experienced engineer was dispatched to Europe to examine the Mont Cenis and other tunnels, new and improved appliances were obtained, and the work was vigorously advanced. The Commissioners then estimated the cost of completing the road and tunnel at $5,719,380, and the time seven and one-half years; and in 1862 an additional appropriation of $2,800,000 was made. In 1866, the Commissioners were James M. Shute, Alvah Crocker and Charles Hudson, and at their suggestion, after another stormy time in the Legislature, in which the anti-tunnel men fought for an entire abandonment of the whole enterprise, a bill was passed ordering the completion of the tunnel, to be let out at contract if it could be done in seven years for five million dollars.

The central shaft buildings, which were burned in October, 1867, were rebuilt, while the other work done may be summed up: The total length of the east heading and tunnel when the State stopped work was 5,282 feet; total length pierced from the west end eastward, in various stages of advancement, 4,056 feet; depth of the central shaft, 583 feet—leaving 14,693 feet of tunnel to be excavated, and the depth of the central shaft to be excavated still was 457 feet. In response to the Governor's proposals for bids, 12 contestants reported, among them being Gen. Herman Haupt, the bids ranging from $4,027,780 to $5,378,354. After some delay the Governor awarded the contract to Messrs. Walter and Francis Shanly of Canada for $4,623,069. The tunnel was to be built, one railroad track laid through it, and all materials removed from the tunnel by the first day of March, 1874. It was to be 24 feet in width and 20 feet high in the clear, while where arching was required it was to be 26 feet wide in the clear, and 21½ feet high above the rails when laid down. The Shanlys assumed an immense job at an immense risk. No money was to be paid until the contractors had earned the full sum of half a million dollars, but certificates to the amount of 80 per cent of the sum earned were to be delivered to the contractors. These certificates, in sums of $20,000 each, bearing interest at 5 per cent, would be redeemed by the Treasurer, provided the security should never be reduced below half a million dollars. On the completion of the whole work a sum sufficient to make the whole contract price of $4,594,268 would be paid, but until that time the payment was not to exceed that sum less than a million dollars. They took hold of the job with pluck, experience and skill, and the result has been a triumph for them and a handsome profit. In December the central shaft and the eastern shaft met, and so perfect had been the engineering that their centres met within 1-16 of an inch. Since then the work has progressed steadily and surely until its probable completion to day as far as the union of the east and west shafts and the entire opening of the mountain.

The whole length of the tunnel is 25,031 feet, and of this there remained to be done by the Shanlys 15,693 feet. During their work their number of men employed has varied from 1000 to 500, the number recently on their pay roll. They have been mostly English from Cornwall, Irish, French Canadians, and Savoyards and Piedmontese, who had worked on the Mont Cenis Tunnel. During its history 136 persons have lost their lives in or about the tunnel, the largest single number being at the central shaft disaster, Oct. 19, 1867. Experiments had been made with an apparatus for lighting the shaft with gasoline in the earlier days of the shaft, but had been abandoned as unsafe. In that month, however, Dull, Gowan & Co. were operating the shaft, and attempted to utilize the old apparatus, when, on the first day of trial, the gasoline in the tank near the engine caught fire. Thirteen men had just gone down the shaft, and, almost instantly, the whole building was in a blaze, the engineer driven from his post and all chance cut off for the poor fellows below. How the men died, or how soon they became aware of their fate, will never be known; probably they soon suffocated or were drowned by the rising water, which could no longer be held at bay. At another time one man fell from the top of the central shaft to the bottom, and was crushed to jelly.

The estimate of the auditor in May, 1872, was that the cost to the State of the road and tunnel to March, 1874, would be $12,792,286 87. The record of payments, less receipts from material sold and other receipts in offset, is as follows, as shown by the books of the Treasurer:

UNDER HAUPT & CO. CONTRACT.

Year,	Bonds.
1858	$110,475
1859	54,992
1860	307,866
1861	305,862
Total bonds delivered to Haupt & Co., four years	$778,695 00
Bonds for purchase of Southern Vermont Railroad	200,000 00

UNDER STATE MANAGEMENT.

Year.	Payments.	Interest.	
1861		$18,093 84	
1862	$6,451 27	41,693 89	
1863	221,913 46	54,597 01	
1864	472,791 47	85,312 89	
1865	511,923 70	95,802 90	
1866	622,980 76	88,934 99	
1867	846,430 82	86,106 17	
1868	877,797 79	141,220 93	
1869	91,448 34	223,875 61	
Total	$3,651,737 61	$835,138 23	
			$4,486,875 84

SINCE THE SHANLY CONTRACT.

Year.	Payments.	Interest.	
1870	$788,000 52	$192,250 69	
1871	999,292 47	271,314 70	
1872	989,880 51	425,961 25	
1873 (to Oct. 1)	1,012,895 69	Not stated	
Total	$3,790,069 19	$889,526 64	
			$4,679,595 53
Aggregate payments thus far			$10,145,166 67

The whole of the above amount under the head of payments was not paid to the Shanlys, but a part of it went into the railroad. Estimating the cost of the railroad west of the tunnel at the full amount of a million, there still remained to be paid to the Shanlys, October 1, about $1,363,000; the enterest to March 1, 1874, will probably add $550,000; cost of approaches, $200,000, appropriated by the last Legislature; premium on a part of the interest already paid and to be paid, say $125,000. These sums, which are only estimates, amount to $2,238,000, and would make the total cost of the road and tunnel to the State about $12,380,000, which miscellaneous expenses not counted here will raise several hundred thousand dollars before the line is ready for use.

The cost of the tunnel, however, is much below these figures. More than half the sum advanced to Haupt & Co. went into the road—about $480,000; the purchase money for the Southern Vermont road, $200,000, is also to be deducted; the sum of $642,072 was expended by the commissioners on the eastern section of the road to the close of 1868; $250,000 were appropriated for the western section, and $200,000 for the approaches; making an aggregate of very nearly $1,775,000, which, with interest, must reach at least $2,700,000—leaving the actual cost of the tunnel very nearly ten million dollars.

Those who read this hardly need to be reminded that the opening of the tunnel does not mean its entire completion of the work. Much yet remains to be done in finishing it, and it is understood that its formal opening for public travel will take place on July 4 of next year, although it will doubtless be completed before then.

☞ We note by the Richmond *Dispatch* the passage of the first half of a shipment of 1,000 packages of lard over the Chesapeake and Ohio Railroad from Cincinnati, destined for Glasgow, via New York. Through bills of lading are issued, we understand, between Cincinnati and Louisville and Glasgow and other European ports by this new route. The completion of the tunnel through Richmond to the docks on James river facilitates the use of this new route of transportation.

The Coal Trade.

The fiscal years of the Reading Railroad, Schuylkill Canal and Lehigh Valley Railroad closed on the 30th of November. The total coal tonnage of the Reading, on the main line and branches, including bituminous received at Harrisburg, was 6,546,553 tons, against 6,185,434 tons for the fiscal year of 1872, an increase of 361,119 tons. The Schuylkill Canal, which is leased to the Reading Railroad Company and worked by it, carried 743,769 tons, against 838,191 last year, a decrease of 79,395 tons. The total tonnage of the Lehigh Valley Railroad for its fiscal year was 4,172,366 tons, against 3,877,170 tons in the fiscal year of 1872, an increase of 295,196 tons. The aggregate increase in the production of anthracite coal in all the several coal regions for the fiscal year just closed is 695,555 tons, distributed as follows: From the Schuylkill region 126,319 tons, from the Lehigh region 312,641, from the Wyoming 194 415, from the Shamokin in 57,334, and from the Lykens' Valley 3,825 tons. We have not yet the entire anthracite tonnage for the year, and it may be a week or two before the returns from the several sources of supply are officially reported in full. The production last year was about nineteen million tons. The increase of this year over last would have been, it is thought, at least 2,000,000 tons but for the disorganization of business and the closing of manufacturing establishments in consequence of the panic, which induced the combination to limit the production during the closing months of the year. Owing to the same cause the coal business has been conducted very cautiously in all respects of late, and the amount of coal now in the market is not, it is said, in excess of the usual accumulation at this season. The low prices in 1872 were the result of an increase of 3,400,000 tons over the previous year, and of competition between the transportation companies, which are now working together. The present policy of coal production, it is supposed, will be continued through the year 1874. The demand for this year has already slacked off materially, and the stock is likely to leave bare markets in the spring.—*Phila. Ledger.*

Northern Pacific Railroad.

On the first day of January next, the Northern Pacific Railway Company will be called upon to pay the six months interest that will be then due on its bonds. It remains to be seen in what way it will respond to that demand. The general belief has been that the company will have to declare its inability to discharge its obligations. It cannot be denied, however, that the company's prospects have been greatly brightened lately by declarations made by the present Premier of the Dominion. In those declarations, Mr. Mackenzie made two statements of immense importance to the Northern Pacific men. In the one, he cheered them with information to the effect that his Cabinet did not propose to build from Manitoba to the shores of Lake Superior a line that would be competing with that one constructed by them from the cost of that Lake to the confines of that Province, but rather to build a line through Canada's fertile belt that would serve as a grand feeder to the Northern Pacific link stretching through Dacotah, Minnesota and Wisconsin. In the other he disclosed the fact that in all probability the Canada line would be built as a Government work. These statements were, we suppose, worth millions to the Northern Pacific people. Taken together they mean from a Northern Pacific point of view, that the Canadian Pacific will certainly be commenced at an early day, and will be commenced and developed in such a way as to prove greatly helpful to Northern Pacific interests.

Thankful, doubtless, for this encouragement from Ottawa, the Northern Pacific Company looks to Washington for more immediate aid. Congress met yesterday; and it is understood that it will be asked to render additional assistance to the Northern Pacific road, though it has not transpired in what form the demand will be presented. If Congress shall adopt a policy in this matter as favorable to the embarrassed Northern Pacific Company as that unfolded to his constituents by Mr. Mackenzie, Northern Pacific bondholders will soon be in funds and in high feather.—*St. Johns (N. B.) News, Dec. 3.*

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement to the close of navigation during the years 1872 and 1873, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1872	137,300	11,349,100	29,928,700	4,548,600
1873	156,500	22,761,700	18,552,200	2,153,000
Inc.	16,200	11,412,500	*11,376,500	*2,395,600

* Decrease

By reducing the wheat to flour the quantity of the latter left at tide-water during the season of navigation this year, compared with the corresponding period last year, shows an increase equal to 2,298,720 bbls. of flour.

The receipts of new crop barley for the season are 2,130,800 bushels, against 4,147,100 bushels in 1872.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement to the close of navigation in the years indicated:

	1871.	1872.	1873.
Canal opened—	April 24.	May 13.	May 15.
Flour, bbls.	290,000	137,000	153,500
Wheat, bushels.	21,313,400	11,349,100	22,761,700
Corn, bushels	20,042,300	29,928,700	18,552,200
Barley, bushels.	3,839,400	4,548,600	2,153,000
Rye, bushels.	1,107,900	474,600	950,200
Oats, bushels.	6,639,400	5,696,200	3,385,900
Malt, bushels.	889,200	1,017,400	694,200
Feed, lbs.	7,243,600	8,870,000	8,828,700

☞ There are at present 105 miles of railway open for traffic in New Zealand, which have altogether cost the sum of £1,559,500, or £14,766 per mile, including rolling stock. If from this is deducted the cost of the line between Lyttleton and Christchurch, including wharfage, and the construction of the Moorehouse tunnel, we find that the total cost of the remaining 97 miles has been £1,103,500, or £11,376 per mile.

☞ The steamship Johns Hopkins, which was launched some months since at the Harlan & Hollingsworth yards, in Wilmington, Del., is nearly completed, and will start on her trial trip to Baltimore in a few days, when she will take her place on the Baltimore and Boston line, for which she was built. The Johns Hopkins will be largest and most perfect boat on the line, and will have few equals in the coastwise trade.

☞ The Shippensburg *News* says that work on the Harrisburg and Potomac Railroad has not been entirely suspended. The laying of iron and building of bridges still continue, and a corps of engineers are at work surveying and locating an extension of the road from Petersburg to Oxford, in Adams county, there connecting with the Gettysburg and Potomac, Hanover Branch, Frederick and Pennsylvania Line, and other railroads.

☞ It is believed that within two months the Consolidated European and North American Railway will be under lease to the Eastern Railroad Company, and the line from Boston to St. John will be under the management of Mr. Chas. F. Hatch.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,331	60,029	51,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,655
1868	64,463	86,987	81,396	96,461	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,797
1869	212,604	218,982	301,308	435,048	568,270	556 030	532,657	511,854	609,788	579,642	535,360	467,659	5,670,852
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	852,860	991,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,864	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,869	384,999	388,964	461,290	466,097	583,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,509	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	296,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	806,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,008	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,798	13,355,467
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	198,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	359,289	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	296,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,288	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,139	406,922	311,935	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,981	1,550,023	1,525,248	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,398	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	580,492	562,949	651,962	544,035	687,630	724,983	612,917	748,634	876,413	763,673	622,433	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.369	1,368,948	1,402,597	1,245.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,616	1,375,556	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,103	5,608,117
1873	379,836	440,261	507,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,503	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,581	525,547	724,732	1,040,102	801 196	496,563	7,250 069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	868,318	908,813	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	480,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,808	1,193,209	1,012,659	771,800	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	260,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	263,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,652
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,168	308,632	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	618,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,606	688,578	1,063,002	1,510,088	1,213,303	1,369,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	667,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,193,695	1,522,847	1,127,039	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,023	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	178,707	156,292	181,055	175,486	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,808	323,270	399,439	4,013,208
1869	264,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	562,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,670
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	.....	797,943	706,602	25,560	617,585	753,467	999,665	837,888	716,829	5,709,183
1870	528,529	500,139	539,338	706,608	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,513	373,925	499,509	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,982	7,521,682
1872	273,936	384,115	566,861	741,802	880,442	835,459	743,382	789,567	863,754	980,706	915,727	767,851	8,892,606
1873	583,975	481,783	708,259	891,206	1,007,851	909,863	876,833	837,277	1,068,937	1,170,586	.....	.....	.....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$888,547	$506,488
" cotton...	665,611	436,448
" silk	826,398	582,813
" flax	636,180	304,006
Miscellaneous dry goods..	544,804	497,124
Total entered for consump.	$3,561,540	$2,326,879

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool.....	$1,063,072	$850,021
" cotton...	322,539	288,850
" silk.....	468,216	388,589
" flax	449,825	424,409
Miscellaneous dry goods..	116,863	126,066
Total withdrawn from warehouse	$2,420,515	$2,077,935
Add entered for consump	3,561,540	2,326,879
Tot. thrown on the market.	$5,982,055	$4,404,814

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$780,684	$1,255,438
" cotton...	311,781	466,123
" silk.....	381,441	596,187
" flax	526,979	701,831
Miscellaneous dry goods..	87,468	156,614
Total entered for wareh'g.	$2,088,353	$3,176,193
Add entered for consump	3,561,540	2,326,879
Total entered at the port.	$5,649,893	$5,503,072

The imports of foreign dry goods at New York for eleven months ending with November, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$21,919,533	$22,136,491
" cotton	18,677,084	17,227,474
" silk ..	23,486,285	17,234,858
" flax ..	11,486,485	9,778,693
Miscellane's dry goods.	8,605,633	6,538,492
Total entered for cons'p.	$84,175,020	$72,916,008

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$18,367,799	$14,740,624
" cotton..	7,970,148	7,716,151
" silk	9,458,576	8,682,463
" flax	5,844,299	6,132,555
Miscellaneous dry goods.	1,938,406	1,769,133
Total withdrawn from warehouse	$43,574,228	$39,040,926
Add entered for consump.	84,175,020	72,916,008
Total thrown on the market.....	$127,749,248	$111,956,934

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$19,160,048	$14,836,083
" cotton..	8,468,480	7,245,508
" silk	10,435,971	8,255,939
" flax	6,667,250	5,994,187
Miscellaneous dry goods.	2,848,407	1,761,800
Total entered warehouse.	$47,080,156	$38,093,517
Add entered for consump.	84,175,020	72,916,008
Total entered at the port.	$131,255,176	$111,009,525

☞ A dispatch to the Boston *Journal*, dated Lowell, Dec. 8, says that the prospect now is that the contract for the construction of the Lowell and Andover Railroad will be concluded this week and the work immediately commenced. Many difficulties have been overcome, and the directors feel they are now warranted to proceed.

Virginia State debt.

The forthcoming report of the second auditor of Virginia, will show that the debt, exclusive of interest, is $30,478,741 49—independent of one-third, $15,239,270 84, assigned to West Virginia for payment. Of the former $8,000,000 is held by citizens of Virginia, $13,000,000 is held in other States, and $9,500,000 in Europe. If the provisions of the act of March 18, 1873, for payment of two-thirds interest be continued, the amount required to pay interest on 1st January and 1st July, 1874, will be $1,207,027 15. And there is a balance due and unpaid in money on interest payable since 1871, of $880,059 49, including interest to colleges, to literary fund, &c., the whole amount necessary to meet the interest obligations of the State next year will be $2,242,083 98. Last year $931,203 96 was actually paid in money as interest on the public debt, and $301,104 of coupons were taken in part taxes.

Statement of the Public Debt of the United States December 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1853.....	$20,000,000 00	$416,666 67
6 per cent. 1881 bonds, 1861..	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	4,733,033 75
6 per cent. 5-20 bonds, 1862..	172,658,350 00	863,291 75
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	2,432,091 25
6 per cent. 5-20 bonds, 1864..	946,600 00	4,733 00
6 per cent. 5-20 bonds, 1864..	58,081,200 00	290,406 00
6 per cent. 5-20 bonds, 1865..	152,711,350 00	763,556 75
6 per cent. consols, 1865.....	202,633,100 00	5,065,827 50
6 per cent. consols, 1867.....	310,654,200 00	7,766,855 00
6 per cent. consols, 1868.....	37,474,000 00	936,850 00
5 per cent. funded loan of 1881	253,234,100 00	1,180,142 08
Aggregate of debt bearing coin interest.....	$1,716,641,550 00	$26,811,953 75
Interest due and unpaid		10,940,419 46

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....	$14,000,000 00	$175,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money....	$14,678,000 00	$181,780 00
Interest due and unpaid		40 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	22 00
6 per cent. bounty land scrip, 1847.....	3,500 00	226 50
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	9,450 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	19,645,600 00	147,650 62
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,250 00	1,438 23
5 per cent. 1 year notes, 1863.	80,495 00	4,036 85
5 per cent. 2 year notes, 1863.	55,600 00	3,755 92
6 per cent. compound interest notes, 1863-64.....	451,170 00	90,035 33
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	263,300 00	21,894 97
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,550 00	7,343 80
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$20,946,570 26	$381,867 42

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$79,667 50	
Legal tender notes, 1862-63...	356,922,018 00	
Certificates of deposit.....	20,150,000 00	
Fractional currency, 1862-3-4.	48,041,349 95	
Coin certificates, 1863.....	30,220,600 00	
Unclaimed interest.....		22,664 84
Aggregate of debt bearing no interest.....	$455,413,635 45	$22,664 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$1,218,840,150 00	
Bonds at 5 per cent.....	497,801,400 00	
	$1,716,641,550 00	$37,752,373 21
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	181,820 00
Debt on which interest has ceased since maturity.....	20,946,570 26	381,867 42
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$367,001,685 50	
Certificates of deposit.....	20,150,000 00	
Fractional currency.....	48,041,349 95	
Coin Certificates.....	30,220,600 00	
	$465,413,635 45	
Unclaimed interest.....		22,664 84
	$2,217,679,755 71	$38,338,725 47
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,256,018,481 18

AMOUNT IN TREASURY.

Coin	$83,709,987 44
Currency.....	1,296,440 28
Special deposit held for redemption of certificates of deposit as provided by law...	20,150,000 00
	$105,156,427 72
Debt, less amount in Treasury, Dec. 1, 1873..	$2,150,862,053 46
Debt, less amount in Treasury, on the 1st ult.	2,141,833,476 62
Increase of debt during the past month...	$9,028,576 84
Decrease of debt since March 1, 1873.....	6,518,647 07
Decrease from March 1, '69 to March 1, '73.	368,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	$64,623,512 00	$1,615,587 80

Interest paid by United States, $20,447,986 26; interest repaid by transportation of mails, &c., $4,545,453 03; balance of interest paid by United States, $15,902,533 23.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, November 30, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Russian Railways.

The profit realized by the Great Russian in 1872 upon its various divisions was as follows:—Warsaw, 657,000 roubles; Nijni-Novgorod, 3,046,000 roubles; and Nicholas, 9,033,000 roubles; making a total of 12,786,000 roubles. The St. Petersburg and Warsaw division did little more than clear its expenses last year, having earned 8,795,000 roubles, while the current outgoings were 8,138,000 roubles. On the other hand, on the Nicholas or St. Petersburg and Moscow line the working charges were something under 50 per cent of the rough receipts. The Great Russian not only does not in the slightest degree call upon the Russian government to make good its guarantee of interest, but a second dividend over and above the guaranteed 5 per cent has been paid upon the shares for 1872. This second dividend amounts to 66 copecks per share for the year.—*Herapath.*

☞ The County of Perth, Canada, has granted a bonus of $80,000 to the Stratford and Huron, and $40,000 to the Port Dover and Lake Huron Railroad, both projected. The town of Woodstock and a portion of East Oxford County have granted a bonus of $25,000, in aid of the Port Dover and Lake Huron Railway. The bonuses granted in aid of the Hamilton and North-western Railway amount to $574,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,216 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref. 100	838,976	J. & J.	July '71 3½
Atlantic and St. Law* ... 100	39,494,900	M. & S.	Sept. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	Nov. '73 5
Washington Br..... 100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J. & O	Oct. '73 0
Blossburg & Corning.* .. 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br. guar... 100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '73 3
Boston and Lowell..... 500	2,852,900	J. & J.	July '73 4
Boston and Maine..... 100	6,816,807	M & N.	Dec. '73 4
Boston and Providence.. 100	3,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*. 100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv.. 100	5,636,000	M. & S.	Sept. '73 5
" " pref. 100	1,485,900	M & S.	Sept. '73 5
Camden and Amboy* ... 100	5,847,300	J. A. J. O.	Oct. '73 2½
Camden and Atlantic.... 50	879,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2
Cape May and Millville* 50	447,000	J & D.	Dec. '73 5
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.* 50	$89,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.* 100	6,360,400	M. & N.	Nov. '73 1½
" " pref. 100	769,600	F. & A	Aug. '73 3½
Central of Georgia..... 100	4,666,800	J & J	July '73 5
Central of New Jersey. 100	20,000,000	J.A.J &O.	July '73 4
Central Ohio* 50	2,425,000	J. & D.	Dec. '73 3
" pref..... 50	400,000	J. & D.	Dec. '73 2
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung* 100	380,000	J.A.J &O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton..... 100	8,929,900	M. & S.	Sept. '73 5
" " pref... 100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy. 100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras* 100	3,916 300	J. & J.	July '73 4
Chicago & N. Western.. 100	15,033,480	J. & D.	Dec. '72 3½
" pref. 100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.. 100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton.... 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 3
Clev., Col., Cin. & Ind... 100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Nov. '73 1½
Col., Chic. & Ind. Cen.*. 100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Sept. '73 2
Colum. & Hocking Val.. 100	2,500 000	F. & A	Aug '73 5
Concord 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*..... 100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv.. 1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut Rive 100	1,850,000	J. & J.	July '73 5
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,509,200	J. & J.	July '72 3
East Mahanoy * 50	392,950	J. & J.	July '73 3
Eastern (Mass.) 100	4,262,800	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*. 100	500,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	600,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,199,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	456,750	J. & J.	July '66 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '73 4
Lake Shore & Mich. So.. 100	49,466,600	F. & A.	Aug. '73 4
" " (guar.). 100	533,500	F. & A.	Aug. '73 5
Lawrence* 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Oct. '73 2½
Little Miami* 50	5,371,450	J.A. J.O.	Oct. '73 2
Little Schuylkill* 50	2,846,10	J. & J.	July '73 3½
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '73 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi.. 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western..... 100	2,500,000	J. & J.	July '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law... 100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul. 100	13,398,550	J. & J	Dec. '70 7s
" " pref..... 100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex* 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell..... 100	800,000	M. & N.	Nov. '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*.. 100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton. 100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Oct. '73 2½
N. Haven & Northamp.. 100	605,000	J. A. J. O.	Sept. '72 3
New Jersey* 100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern* 100	1,418,800	J. & J	July '73 5
N.Y. Cen. & Hudson R.. 100	89,428,330	A. & O	Oct. '73 4
New York and Harlem.. 100	8,500,000	J. & J.	Jan. '74 4
" " pref. 100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J	July '73 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. J. O.	Oct. '73 2½
Nisg. Bridge & Canand* 100	1,000,000	J. & J	Jan. '73 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref.. 100	111,000	May '67 4	
North Pennsylvania..... 50	3 150,150	January.	Jan. '73 6s
Northern Central 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh.. 100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*.. 100	1,000,000	J. & J.	July '73 4
Norwich & Worcester* 100	2,823,400	J. & J	July '73 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi.... 100	19,995,847	J.A. J.O.	.....
" " pref. 100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport.. 100	6,297,900	J. & J.	July '73 2½
Oswego and Syracuse*.. 100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri..... 100	3,633,750	— & —	July '73 1½
Panama 100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*. 100	635,000	J & J.	July '73 4
Paterson and Newark*.. 100	500,000	J. & J.	.....
Paterson and Ramapo*.. 100	243,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*.. 100	1,200,000	F. & A.	Aug. '73 4
" " pref. 50	2,400,000	J. & J.	.....
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*..... 100	1,259,100	J.A. J.O	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J. A. J.O.	Oct. '73 1½
" Special Imp.. 100	2,000 000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams.. 100	400,000	J. & J.	July '73 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.. 100	202,400	A. & O.	Apl. '72 3
Ports., Saco & Portsm... 100	1,500,000	J. & J.	July '73 5
Providence & Worces.. 100	2,000,000	J. & J.	July '73 6
Raleigh and Gaston..... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *.. 100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*.. 110	557,500	— & —	.....
Rome, Watert. and Ogd.. 100	2,998,900	J. & J.	July '73 3½
Rutland* 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '73 3½e
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.. 100	2,300,000	— & —	.....
" " pref. 100	2,040,000	.....	May.
St. Louis and Iron Mt.. 100	10,000,000	F. & A.	May '68 7
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.. 100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke.. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottav.* 50	869,450	F. & A.	Aug. '73 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.*.. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.. 100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.. 100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '73 3
Susscx (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J & J	July '73 4
Terre Haute & Indiana. 100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref. 100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*... 100	274,400	J. & D.	Dec. '71 3½
Union and Black River... 100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*... 100	2,500,000	J. & D.	Dec. '72 3
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Aug. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)... 100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	488 100	— & —	.....
Bushwick (Brooklyn).... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.. 100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.).... 100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark.. 100	200,000	& —	 3
42nd St. & G. St. Ferry.. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hoston, Mantau & Fairm. 50	2,050,000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.).... 100	797,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.).... 100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	982,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.).... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.).... 100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 50	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson... 100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*.. 100	5,847,400	J.A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,026,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Dec. '73 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.. 100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	3,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Nov. '73 3
Quicksilver, common ... 100	5,700,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express... 100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ... 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest Rate.	Interest Payable.	When Payable.	Market Price.
National Securities Dec. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,255,000	5	Jan. & July.	1874	112½
.. .. coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	114½
.. .. coupon	4,653,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,671,500	6	Jan. & July	1881	114½
.. .. coupon	63,649,850	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,879,000	6	May & Nov.	1882	110½
.. .. .. (5-20s) ..... coupon	155,779,350	6	" "	1882	113
Loan of March 3, 1863 ..... registered	53,608,900	6	Jan. & July.	1881	114½
.. .. coupon	21,391,100	6	" "	1881	117½
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s) ..... registered	24,821,150	6	May & Nov.	1884	112
.. .. .. (5-20s) ..... coupon	33,250,050	6	" "	1884	114½
Loan of March 3, 1865 (5-20s) ..... registered	33,858,950	6	May & Nov.	1885	112½
.. .. .. (5-20s) ..... coupon	118,852,400	6	" "	1885	113½
.. .. 2d series (5-20s) ..... registered	55,871,450	6	Jan. & July.	1885	112½
.. .. .. (5-20s) ..... coupon	146,761,650	6	" "	1885	117½
.. .. 3d series (5-20s) ..... registered	87,210,450	6	Jan. & July.	1887	113½
.. .. .. (5-20s) ..... coupon	223,443,750	6	" "	1887	117½
.. .. 4th series (5-20s) ..... registered	13,750,000	6	Jan. & July.	1888	114
.. .. .. (5-20s) ..... coupon	23,724,000	6	" "	1888	117½
Loan of March 3, 1864, (10-40s) ..... registered	140,682,300	5	Mar. & Sept.	1904	110½
.. .. .. (10-40s) ..... coupon	53,385,000	5	" "	1904	111
Consols of July 14, '70 & Jan. 20, '71. registered	164,404,450	5.	F. M. A. & N.	1881	108
.. .. coupon	118,829,650	5	" "	1881	111
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	110½
U. S. Notes and Fractional Currency	315,043,025	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($3,728,855):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,63):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov. Jan	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	6	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Ohat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	" "	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,636,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,000 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'80-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1859.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspanded) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	432,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1865.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	104
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	26
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,852,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,000,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,350	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1892	97½
.. .. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	329,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1886	....
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	9½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1878	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'77-'78	100
.. .. .. registered	201,000	6	" "	'77-'78	....
Virginia—($46,936,208):					
.. State Stock (old) registered	22,081,302	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1947.....	488,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$980,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	899,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	89
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	95
Loan of 1855-'90 (Balt.) stg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Princeton.	1885	77
3d Mortgage { Penn. R. R. Co. }	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	102½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	165,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	26½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Loan(sec'd by $1,000,000 Bds.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	636,000	7	" "	"	1892	101

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,650,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg stg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	93
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,540	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	92½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (stg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (stg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	64½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	90½
Chattel Mortgage	158,350	5	" "	"	'80-'89	91
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	20½
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	105½
State Aid Bds(int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) stg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	90½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	108
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	88½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque'						
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m....	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	96
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.).....	700,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(").....	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,106,000	7	F. M. A. & N.	" "	1915	89
Consol. gold bonds for$48,000,000	4,534,000	7*	June & Dec	" "	1902	79
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ")guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	91½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n(C., R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	96
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	85
Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	81½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	61
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1873	....
Connecticut Western:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	" "	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	97
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	94
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.&Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79¼
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Detr. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg. fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91¼
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	96
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	97½
3d Mortgage	4,582,000	7	" "	" "	1883	96½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	93½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 5/, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	84
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	260,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,762	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	78½
1st Mort. (Q. & Palm.R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m.)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,800,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	88
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,138,000	7	J. A. J. & O.	" "	1890	92
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	92
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	95
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	94
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867(Sch.& ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Luckawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	91
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	85½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	81
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	90
1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	May & Nov	" "	1890	99
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort. (Kal. & So. Hav.)t. f. guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,148,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	73½
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	80
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	93
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho) S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	490,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,990,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Con. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1893	40½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m) skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	..
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90
Bonds for debts ass'd (N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90½
1st Mort. (Hudson Riv.)	260,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free (N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	..
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	...
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage	5,000,000	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	104
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	89
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	83
2d Mortgage(Y'k & Cumb.) guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1909	89
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	89½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div)	433,000	7	Jan. & July.	" "	1874	75
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	91
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	50½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	73
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	"	" "	1892	56
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	96½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,800	6	J. A. J. & O.	Philadelphia.	1910	87½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	80½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1803	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	96½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	101
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	7,696,000	7	June & Dec.	Philadelphia.	1911	93½
	Dollar coupon					
	3,414,000	7	" "	"	1911	102
	Dollar registered					
	7,000,000	6*	" "	Phil. or Lond.	1911	96
	Gold or stg coup.					
	624,000	6*	" "	"	1911	97½
	Gold or stg reg.					
	376,000	6	" "	Philadelphia.	1911	....
	Dollar coupon					
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	93½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	60
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1896	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	89
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	98
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,500,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	350,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	83
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1890	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York.	1866	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'96	69
Rich., Fredericksbu.g & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Sk'g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen. & Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M. (W. D) land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) s'kg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99¾
1st Mortgage (Series B) s'kg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	71
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94¾
St. Louis, Jacksonv. & Chic. (C. & A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	81½
St. Louis, Lawr. & Denv. (Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold s'kg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M. (Evans. D.) gold s'kg f'd con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van. & T. H. (T. H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M. & St. P.):						
1st M. land gr. gold s'kg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R. R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M. (W. Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W. Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,800	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C. & O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1880	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	200,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000 pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M. gold gr. by Ala. $16,000 pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	250,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N. C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000 pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A. & G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	92
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A. M. & O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, s'kg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,600,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, s'kg fund	20,000 pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, s'kg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	171,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc. (Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L. & W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1857	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C. & T.):						
1st Mortgage gold, s'kg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (W. Div.) 117 m	1,800,000	7	Feb. & Aug.	" "	1896	66
2d Mortgage (W. Div.) 117 m	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert. (N. J. So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage s'kg fund, uar	100,800	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91¼
1st Mort. (Quincy & Tol. 34 m).	500,000	7	May & Nov.	" "	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	86
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	79
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	70½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	84
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	76½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	69
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1880	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	95
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	86
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	91½
Sterling Loan £369,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	....	....	66½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	168,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	78
1st Mort. endor. by Balt	200,000	6	" "	"	1890	96
2d Mort. " "	300,000	6	" "	"	1890	95½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	55
2d Mortgage preferred	600,000	6	" "	"	1895	83
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	93½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	80
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	72
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	82
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1886	100
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
gage re- (2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	101
gistered. (3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	100½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	88½
Mortgage (equip.) Loan, gold	1,944,000	6*	June & Dec.	"	1897	85½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	71
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	5	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,206,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	748,854	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg):						
1st Mortgage	1,748,937	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	72½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide-Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	70
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,900	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1863	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years existing.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,750	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	61.3	—	4.6	—	12	6	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal	Co.)	1,841,228	423,821	7	100	66
Sept. 30, 1872	61.0	—	2.0	—	2	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	18,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,185	960,584	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	.....	.....	.....	567,544	.....	579,681	—	35.8	.....	.....	(Phila. & Reading R. R.)	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	468.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,314	30.4	44,320	26,778	17,193	39,032	10,585	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	20	3,117	Atlantic and Great West..N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,263	*	162,387	.....	4,479,677	3,294,700	330,991	.....	347.5	635,350	98,234	.....	983,966	339,589	—	100	.....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	16	882	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,716,937	.....	6,921,900	14,889,842	.....	.....	428.0	1,427,668	222,575	530,568	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No return	s furnished.	)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me., N.H. & Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	201,089	.....	.....	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	733,700	129,000	.....	.....	.....	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris...N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	.....	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	160
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington Branch †.....Maryland.	1,650,000	.....	.....	642,300	1,650,000	20,000	.....	622,300	30.0	476,800	.....	.....	430,645	235,735	10	100	145
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	.....	.....	.....	5,680,685	593,500	.....	.....	103.5	1,008,407	.....	.....	826,303	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	250,000	.....	.....	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	.....	8,000	.....	600,000	.....	.....	.....	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,846	.....	.....	.....	468,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	200	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	135½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	60,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	121,715	6p	100	100
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	5	500	107½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	146
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	.....
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	.....	424,704	1,657,200	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany †.....Georgia.	10,548,000	*	.....	.....	4,808,000	5,650,000	350,000	.....	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	228,029	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,339,000	.....	.....	.....	950,000	2,380,000	.....	.....	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	.....	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	.....	(In progr	ess.)	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line May	1, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,520,000	.....	.....	160.0	.....	(Recently	completed.	)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	.....	.....	.....	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	.....	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	—	(Recently	completed.	)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,935	94.0	210,684	286,417	76,147	321,798	86,737	8	50	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	32
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Illinois	Central.)	.....	128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	.....	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	58	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	.....	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.8	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	.....	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	.....	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	99¼
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	.....	137.6	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific* †.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	.....	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	.....	13,897	.....	628,060	500,000	5,150	.....	22.8	99,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	.....	227.0	511,475	141,573	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	.....	.....	.....	1,000,000	660,000	30,000	.....	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	5	100	....										
Dec. 31, 1872	21.5	—	3.1	—					Chester Valley	Pennsylvania.	1,371,900				871,900	500,000	955,000			(Phila. a	nd Reading	R. R. Co	mpany.)			50										
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	393,773	649.1	5,902,102	772,506	1,601,798	5,156,826	1,879,147	10	100	100									
Dec. 31, 1872	698.8	552.4	237.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731		26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 month	hs on 625	miles.)	7,554,575	2,839,866	10	100	98									
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*			960,000	1,500,000			60.0	(Opene	d in Fall o	f 1872.)				100									
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107		2,975,000	3,325,000	345,068		110.0	....	....	....	627,930	277,853		100	....									
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000		1,500,000	1,000,000			73.0	(No inf	ormation	furnished.	)			100									
Dec. 31, 1872	131.0	—	8.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000		2,500,000	4,425,000			131.0	(No inf	ormation	furnished.	)			100									
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*			1,350,000	1,750,000	1,000,000			(Chic., B	url. & Quin	cy R. R. C	o.)		140,000	100									
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*			4,200,000	810,000				(Chic. &	Northwes	tern R. R.	Co.)			8	100	90								
May 31, 1873	81.3	1.1	16.9	—					Chicago, Iowa and Nebraska	Iowa.	5,000,000	*			2,400,000	2,600,000			170.0	482,640	240,169	128,662	506,986	218,500		100									
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*			1,188,400	5,350,000				....	2,224,705	2,510,016	11,462,161	4,692,135		100	56								
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919		35,878,644	20,474,000	724,299	1,465,694	1,271.0	....	2,224,705	2,510,016	11,462,161	4,692,135		100	56								
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and Paducah	Illinois.	1,800,000				1,350,000	540,000				(Operat	ed by con	tractor—N	o report.)			100									
Dec. 31, 1872	67.0	—	....	—					Chicago, Pekin & South-Western	Ill. & Mo.											(Being co	nstructed.)				100									
Dec. 31, 1872	60.0	—	6.0	100.0					Chicago, Pekin & South-Western	Ill. & Mo.		(No infor	rmation.)													100									
Mar. 31, 1873	498.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109,406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	98									
Mar. 31, 1873	35.0	—	167.0	—					Chicago and Southern Illinois	Ill. & Ind.		(Under	construct	ion—no	informati	on.)				(Chic., R	ock Islan	d and Pac	fic R. R.	Co.)		100									
Dec. 31, 1872	269.0	32.0	16.9	—					Chicago and South Western	Iowa & Mo.	13,500,000				7,000,000	5,000,000	1,658,551			(St. Lou	is K. City	and North	ern R. R.	Co.)		100									
Dec. 31, 1872	36.3	—	2.1	—					Chillicothe and Brunswick	Mo.	865,000				365,000	500,000				(Mariett	a and Cin	cinnati R.	R. Co.)			100									
Dec. 31, 1872	7.0	—	3.0	....					Cincinnati and Baltimore	Ohio.	1,105,453				675,000	314,000	118,453									100									
Dec. 31, 1872	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,378	8	100	....									
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*			(Sold un	der forec	lose. for	$1,000,000	123.0	....	....	....	312,258	L. 17,967		100	....									
Mar. 31, 1873	39.0	—	1.9	—					Cincinnati and Martinsville	Indiana.	800,000				400,000	400,000			39.0	(Until re	cently lea	ed to Ind.	Cin. & La	fayette.)		100									
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*		109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,888	156,087		100									
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350		42.0	....	....	....	229,635	70,974		100									
Dec. 31, 1872	91.5	—	4.5	—					Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	*			2,000,000	1,800,000			91.5	....	90,116	72,204	187,252	61,470		100									
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*			4,729,037	3,261,330	18,108		215.5	741,280	254,436	283,393	850,755	339,244		100	91								
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.		(Under	construct	ion—no	report.)				25.0	20,360	4,032	....	7,047	....	100										
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	16,395,579	*	1,929,844	1,427,549	14,981,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	71									
Mar. 31, 1873	67.8	12.4	10.3	—					Cleveland and Mahoning	Ohio.	3,147,934	*			2,059,200	1,164,000				(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50									
Dec. 31, 1872	39.0	—	1.9	—					Cleveland and Marietta	Ohio.	2,575,125	*			1,200,000	2,300,000			114.5	133,000	135,607	176,909	300,247	126,728		100									
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*		109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,888	156,087		100									
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350		42.0	....	....	....	229,635	70,974		100									
Dec. 31, 1872	91.5	—	4.5	—					Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	*			2,000,000	1,800,000			91.5	....	90,116	72,204	187,252	61,470		100									
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*			4,729,037	3,261,330	18,108		215.5	741,280	254,436	283,393	850,755	339,244		100	91								
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.		(Under	construct	ion—no	report.)				25.0	20,360	4,032	....	7,047	....	100										
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	16,395,579	*	1,929,844	1,427,549	14,981,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	71									
Mar. 31, 1873	67.8	12.4	10.3	—					Cleveland and Mahoning	Ohio.	3,147,934	*			2,059,200	1,164,000				(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50									
Dec. 31, 1872	39.0	—	1.9	—					Cleveland and Marietta	Ohio.	2,575,125	*			1,200,000	2,300,000			114.5	133,000	135,607	176,909	300,247	126,728		100									
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*			1,200,000	2,300,000			114.5	133,000	135,607	176,909	300,247	126,728		100									
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	35									
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	37,014,719	*			13,328,569	23,555,174	130,974		681.0	4,590,845	646,459	1,390,597	4,411,095	783,881		100	27								
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*			1,474,300	525,000			40.0	....	....	....	90,216	14,967		100									
Dec. 31, 1872	76.9	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,672,789	268,658	59,094	1,208,816	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,063	25	50									
Dec. 31, 1872	45.0	—	3.4	—					Columbus, Springfield & Cin	Ohio.	2,000,000	*			1,000,000	1,000,000				(Leased	to Cin., Sa	nd. & Clev	. R. R. Co	.)		50									
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000		111,357	180,169	145.5	802,162	618,842	692,768	1,040,115	160,759	10	50	158									
Mar. 31, 1873	41.0	—	6.0	—					Concord and Portsmouth	N. Hampshire.	1,108,859	*			350,000					Concor	d R. R. Co	mpany.)	25,000	25,000	7	50									
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,871	143.7	458,581	167,112	171,923	512,768	308,902	6	100	80									
Sept. 30, 1872	59.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,800	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	127									
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,463,589	246,175			1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390		100									
Sept. 30, 1872	45.0	—	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut.	1,108,448	145,383			1,504,028	2,436,500	96,823		68.3	146,880	151,638	60,467	223,665	65,612		100									
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321			1,278,300	1,000,000				(Phila.	and Trent	on R. R. C	ompany.)			6	50									
Dec. 31, 1872	6.8	—	9.5	—					Connecting (Phila.)	Pennsylvania.	2,278,300	*			308,400	100,000	22,246		17.0	....	....	....	39,611	14,727		100									
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,974	*			2,094,250	352,300	72,174	600,583	141.6	275,889	288,517	322,017	581,064	287,989	8	50									
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,782	634,235	1,400,000				(Leased	to Pennsy	lvania R.	R. Co.)			50									
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*			600,000	407,500	86,050	25,681	38.8	101,553	159,330	44,653	172,120	69,790	10	50									
Sept. 30, 1872	23.6	10.0	4.6	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383			9,000,000	2,440,000			90.0	(Recentl	y opened	—No repo	rt.)			100									
Mar. 31, 1873	90.0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*			2,398,785	4,102,700	382,741	158,468	142.0	....	....	....	1,084,667	279,623	34	100	....									
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	86,000	527,445			31.8	116,316	84,344	94,955	134,148	52,209		100									
Mar. 31, 1873	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*			Sunk.	701,000				(Operat	ed by Ohi	o, Ind'p'g, St. L.	& Cinc. C	o.)		100									
Jun. 30, 1872	41.5	—	3.0	—					Dayton and Western	Ohio.	1,011,276	*			1,317,390	870,000		74,470	99.3	317,068	....	448,841	121,046	6	100									
Oct. 31, 1872	83.0	14.3	5.6	—					Delaware	Delaware.	2,114,184		76,154	71,522	1,317,390	870,000		74,470	99.3	317,068	....	448,841	121,046	6	100									
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,386		1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)		10	100									
Dec. 31, 1872	116.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*			20,000,000	5,384,000	4,239,545		115.0	3,254,200	249,578	3,247,671	4,746,678	2,867,965	10	100	100									
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	84	*Denver Pacific*	Colorado.	5,000,000	*			2,500,000	2,500,000			121.0	....	19,795	45,862	371,903	196,997		100									
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex	5,000,000	*			2,000,000	3,000,000			155.0	(Operati	ons by Co	commence	d Jan. 1, 1	873.)		100									
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*			6,522,800	5,070,000	930,000		250.0	447,479	108,599	198,360	776,264	127,223		100									
Dec. 31, 1872	65.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*			1,000,000	1,500,000			65.0	(R	ecently op	ened—no	returns.)			100									
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*			343,150	1,470,000			65.0	(R	ecently op	ened—no	returns.)			100									
Aug. 31, 1872	65.0	—	3.2	—					Detroit and Milwaukee	Michigan.	10,213,528	*			2,917,140	7,296,388		19,259	189.0	775,746	458,074	330,599	1,381,603	442,155		100									
Dec. 31, 1872	189.0	—	89.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*			1,707,000	4,070,000			166.0	....	....	....	610,000	....		100									
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000				122,000	175,000				(Leased	to Maine	Central.)		18,000	6	100									
Dec. 31, 1872	14.0	—	2.0	—					Dexter and Newport	Maine.	300,000								33.5	....	12,338	7,781	22,702	7,175		100									
Oct. 31, 1872	33.5	—	3.4	—	2	....	....	....	Dorcester and Delaware	Del. & Md.	....				480,000					(Boston	and Maine	R. R. Co.)		29,000	6	100									
Sept. 30, 1872	29.0	—	2.8	—					Dover and Winnipisseogee	New Hamp.	825,000				5,000,000	880,000				(Leased	by Illinois	Central)			6	100	97									
Dec. 31, 1872	142.9	—	15.4	—					*Dubuque and Sioux City*	Iowa.	5,893,200				1,174,977	550,000	12,247	63,057	54.7	....	....	....	161,458	73,488		100									
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161			1,226,000	1,400,000	189,907		54.8	....	....	....	109,262	2,064		100									
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	51	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*			1,488,487	1,500,000	554,407		58.0	....	....	....	210,546	L. 25,996		100									
Dec. 31, 1872	54.8	—	4.2	—	5	5	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*			350,000		42,239	2,150	17.5	....	100,711	6,262	84,048	1,434		50									
Sept. 30, 1872	58.0	—	7.4	—					Duxbury and Cohasset	Mass.	384,519			9,870	89,800	175,000				(Pennsy	lvania R. R	Co.)				50									
Sept. 30, 1872	17.6	—	1.1	—					East Brandywine and Waynesb	Penn.	284,800				1,309,200	495,000				(Phila. &	Reading	Co.)			6	50									
Oct. 31, 1872	17.5	—	0.6	—					East Pennsylvania	Pennsylvania.	1,484,290				1,970,024	3,889,900	168,593	3,735,377	270.0	....	172,395	1,201,892	366,092		100									
Oct. 31, 1872	66.0	—	15.5	—					East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	....	172,395	1,201,892	366,092		100									
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	Eastern	Massachusetts.	7,436,949	1,767,261	1,332,235	1,572,678	4,262,500	6,746,100	701,841	405,582	264.6	1,403,179	5,000,329	424,320	1,975,923	874,201		100	91								
Sept. 30, 1872	43.4	7.7	91.6	—	72	133	35	854	Eastern	Kentucky.	....				....	....			53.0	49,312	22,107	41,306	129,305	21,728		100									
Dec. 31, 1872	23.0	6.0	3.1	—	3	2	—	86	Eastern Shore	Maryland.	895,000	*			295,000	600,000			40.0	....	(No state	ment furni	shed.)			100									
Dec. 31, 1872	40.0	—	57	—	2	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	*			3,000,000	3,000,000			185.0	(R	ecently o	pened—no	returns.)			100									
Dec. 31, 1872	185.0	—	67	—					Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100									
Dec. 31, 1872	48.8	—	3.8	—					Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,060,000	1,620,000				(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50									
Dec. 31, 1872	78.0	—	14.0	—					Erie	New Jersey, N. York & Pa.	97,043,084	11,191,472	566,121	1,113,257	86,558,916	26,358,800	2,517,301		964.0	12,316,504	3,503,988	5,564,274	18,271,885	4,722,282	12	100	424								
Sept. 30, 1872	450.0	495.0	508.5	—	488	302	76	16638	Erie and Genesee Valley	New York.	191,302				144,900	120,000			12.3	....	....	....	....	....		100									
Sept. 30, 1872	12.3	—	0.8	8.7					Erie and Louisville	Ohio.	2,328,635	*	96,500	47,046	1,045,450	880,000	536,502		66.0	52,000	30,160	38,248	74,401	27,338		100									
Dec. 31, 1872	66.0	—	8.0	109.0	5	4	3	81	Erie and Pittsburg	Pennsylvania.	5,397,000	*			2,000,000	3,297,000			114.0	749,250	265,985	1,141,437	(Pa. Co.)	385,937	7	50									
Dec. 31, 1872	91.5	8.7	11.3	—	29	10	4	1,319	European and North American	Maine.	8,725,907	*			1,272,550	4,753,773	3,230,360		114.0	164,990	998,082	....	367,574	165,289		100									
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,258	1,127,900	20,630	704,452	132.0	359,515	146,032	....	566,678	218,640		100									
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	5	340	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000				750,000	750,000				(Chicag	o, Danville	& Vincenn	es R. R. C	o.)		100									
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	77,504	469,159	150,000	224,633	271,086	213,351	5.8	11,988	106,787	....	42,378	15,608		100									
Sept. 30, 1872	5.8	—	....	—					Fayette County	Pennsylvania.	130,000				107,450					(Pbg. &	Connells	v. R. R. Co.)				50									
Oct. 31, 1872	12.7	—	0.8	—					Fitchburg	Massachusetts.	2,508,372	560,000	227,503		4,000,000			511,300	96.3	716,246	1,869,427	740,123	1,350,239	322,935	8	100	130								
Sept. 30, 1872	50.3	42.2	64.7	—	38	46	12	876	Flemington	New Jersey.	894,000				160,000		44,000			(Belv. Delaware R.		R. Co.)		16,217	L. 16,186		100									
Dec. 31, 1872	12.5	—	1.0	—																																

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	*Flint and Pere Marquette*.....Michigan.	205.0	28.0	33.7	55.0	33	36	8	607	8,765,602	1,135,131	694,565	356,284	3,297,300	5,389,000	1,048,609	1,244,673	283.0	888,227	509,975	344,559	1,138,612	456,118	—	100	....
Sept. 30, 1872	Flushing and North Side .....New York.	11.8	6.3	5.3	16.2	5	19	5	8	952,158	284,371	.....	.....	281,010	1,281,200	61,027	.....	18.1	176,515	1,256,278	.....	281,344	86,495	—	100	....
Sept. 30, 1872	Fonda, Johnstown and Gloversville. N. Y.	10.0	—	1.0	—	3	2	1	10	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	100.0	—	5.2	—	8	6	3	237	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	Ft. Wayne, Muncie and Cin.....Indiana.	109.0	—	2.7	—					(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,813	28,574	—	100	....
Sept. 30, 1872	Framingham and Lowell.....Mass.	28.0	—	3.3	—	3	1	—	90	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	....
Dec. 31, 1872	Freehold and Jamesburg.....N. Jersey.	11.5	—	1.8	—	2	3	—	21	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	87,773	14,152	—	100	....
Feb. 28, 1873	Galv., Harrisburg & San Antonio..Texas.	85.0	—	9.0	150.0	9	6	4	126	2,255,402	287,906	.....	61,090	2,051,468	552,840	.....	.....	35.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec. 31, 1872	Galveston, Houston & Henderson. Texas.	50.0	—	10.0	—	15	9	4	284	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	196,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	Georgia.....Georgia.	171.0	61.0	31.0	—	56	27	17	682	4,156,000	*	1,235,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	Gilmen, Clinton & Springfield.....Illinois.	111.0	—	5.5	—	8	4	4	302	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,759	83,525	—	100	....
Sept. 30, 1872	Goshen and Deckertown .....New York.	11.6	—	0.3	3.1					290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	*Grand Rapids and Indiana*...Mich. & Ind.	283.7	26.0	13.2	35.0	34	17	8	1,094	4,807,993	1,114,214	128,797	4,748,295	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	Grand River Valley.....Michigan.	94.0	—	4.7	—					1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. C	o.)	—	100	....
Dec. 31, 1872	Grand Trunk ¶.....Canada.	857.0	52.0	374.0	—	361	260	80	4,636	106,200,746	*	5,197,215	1,348,999	16,977,803	91,597,296	4,670,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	Great Western ¶.....Canada.	229.0	216.0	102.0	—	177	146	39	3,136	33,641,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6¼	100	....
Sept. 30, 1872	Greene.....New York.	8.0	—	0.5	—					348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	Green Bay and Lake Pepin....Wisconsin.	151.0	—	5.0	49.0	9	5	3	300	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	.....	(Not r	egularly o	perated.)		—	100	....
Sept. 30, 1872	Greenwich and Johnsonville...New York.	14.0	—	0.8	—					304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,563	30,358	12,528	—	100	....
Mar. 31, 1873	Gulf, Western Texas and Pacific. ¶...Texas.	66.0	—	4.0	180.0	7	3	1	72	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	Hackensack and New York..New Jersey.	4.9	0.8	0.3	—	2	9	3	6	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	Hackensack Extension.....New Jersey.	28.0	—	1.4	—					859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	Hannibal and Central Missouri. Missouri.	70.0	—	4.0	—					2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	Hannibal and Naples.....Illinois.	46.0	6.0	2.3	—					1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	*Hannibal and St. Joseph* ¶.....Missouri.	206.0	68.5	27.7	22.0	79	61	62	1,442	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,368	2,484,670	670,529	—	100	27½
Sept. 30, 1872	Hanover Branch.....Mass.	7.9	—	1.0	—	2	3	2	13	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	Hanover Branch.....Penn.	12.2	—	0.9	—	6	5	2	30	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,856	19	50	....
Sept. 30, 1872	Harlem Extension .....New York.	116.0	2.6	7.2	—	9	5	1	146	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	Harrisburg and Lancaster...Pennsylvania.	36.0	18.0	17.6	—					1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	Hartford and New Haven..Conn. & Mass.	62.0	16.5	97.0	—	37	33	16	703	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4¼	100	....
Sept. 30, 1872	Hartford, Prov. & Fishkill ¶..R.I., Ct. & N.Y.	122.4	0.8	18.7	—	26	36	16	361	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	*Hastings and Dakota*.....Minn.	75.0	—	4.0	125.0	13	6	3	81	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	.....	....
Dec. 31, 1872	Hibernia Mine..... .....New Jersey.	5.5	—	0.6	—	2			100	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	Holly, Wayne and Monroe .....Mich.	63.3	—	4.9	—					2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept. 30, 1872	Holyoke and Westfield.....Mass.	10.3	—	0.8	—					427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	Housatonic .....Connecticut.	74.0	—	7.0	—	16	16	8	389	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	Houston and Great Northern ¶.....Texas.	115.0	8.0	11.4	215.0	14	14	7	278	3,361,361	*	731,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	Houston and Texas Central ¶.....Texas.	387.0	115.0	16.9	—	45	25	14	916	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	Huntingdon and Broad Top Mt.....Penn.	45.0	29.5	15.5	—	23	6	5	116	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	*Illinois Central*.....Illinois.	705.5	—	130.4	—	197	117	45	4,585	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	99½
Dec. 31, 1872	Illinois Grand Trunk.....Illinois.	62.8	—	3.2	—					1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	Indiana and Illinois Central....Ind. & Ill.	85.0	—	2.9	67.0	5	.....	.....	.....	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	Ind., Bloomington & Western...Ind. & Ill.	202.5	10.0	38.0	—	65	23	9	1,752	15,500,000	*	.....	.....	7,000,000	8,560,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	Indianapolis, Cin. and Lafayette. Indiana.	179.0	—	21.2	—	58	40	12	1,121	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,389	592,056	—	100	....
Dec. 31, 1872	Indianapolis, Peru and Chicago...O. & Ind.	75.0	—	4.8	—	12	10	6	287	.....	*	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	Indianapolis and St. Louis.....Indiana.	72.0	—	12.0	—	58	34	16	1,407	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,289	—	100	....
Dec. 31, 1872	Indianapolis and Vincennes.....Illinois.	117.0	—	18.0	—	6	7	3	197	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,206	—	100	....
Dec. 31, 1872	*Iowa Falls and Sioux City*.....Iowa.	183.7	—	6.2	—					7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased | by Ill. Cen | . R. R. Co.)			337,462	118,112	—	100	....
Dec. 31, 1871	Iowa Midland.....Iowa.	73.0	—	3.6	277.0	—	—	—	—	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	Ithaca and Athens.....New York.	35.6	—	3.7	—	6	3	2	188	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,800	110,942	51,708	—	100	....
Dec. 31, 1872	Iron .....Ohio.	13.0	1.0	1.3	—	3	2	1	146	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	Ironton.....Pennsylvania.	11.0	—	2.0	—	2	—	—	—	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,941	—	50	....
May 31, 1872	*Jackson, Lansing and Saginaw*..Michigan.	212.0	—	15.9	76.0	—	—	—	—	6,500,000	.....	.....	.....	1,976,100	4,196,000	.....	.....	156.0	(Leased	by Michig	an Central	L.)		—	100	....
Dec. 31, 1872	Jefferson (Erie).....Pennsylvania.	36.5	—	7.2	—					4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	allway Co.)		140,000	—	100	....
Dec. 31, 1872	Jeffersonville, Madison and Ind..Indiana.	108.0	116.0	22.6	—	41	37	12	744	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	Joliet and Chicago .....Illinois.	37.7	—	4.2	—					1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	Joliet and Northern Indiana...Ill. & Ind	44.5	—	3.7	—					1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central	L. R. R. C	o.)	8	100	....
Oct. 31, 1872	Junction (Phila.).....Pennsylvania.	4.6	—	9.8	—					898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	Junction and Breakwater.....Delaware.	42.0	—	2.1	—	2	2	1	29	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	Kalamazoo, Allegan & G'd Rapids..Mich.	58.0	—	3.1	—					1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	Kalamazoo and South Haven.....Mich.	40.0	—	2.7	—					890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	....
Mar. 31, 1872	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	200.2	60.0	15.2	—	21	17	17	263	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	Kansas City and Santa Fe.....Kansas.	31.9	—	1.3	—					1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	....
Dec. 31, 1872	Kansas Pacific.....Kansas & Col.	638.6	34.0	22.6	—	88	53	18	1,074	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,404,447	—	100	....
Aug. 31, 1872	Knox and Lincoln .....Maine.	49.0	—	2.4	—	6	10	4	59	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,978	—	100	....
Oct. 31, 1872	Lackawanna and Bloomsburg.....Penn.	80.0	—	33.0	—	25	10	4	1,515	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	Lafayette, Bloomington & Miss...Illinois.	80.3	—	2.5	93.0	—	—	—	—	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	Lafayette, Muncie & Bloomington ...Ind.	36.0	—	1.8	79.0	—	—	—	—	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	Lake Ontario Shore Line.....New York.	16.0	—	....	124.0	—	—	—	—	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	....
Dec. 31, 1872	Lake Shore & Mich. S.....P., O. Ind. & Ill.	541.3	595.2	533.2	—	418	160	69	8,640	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,680	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	5,118,598	8	100	75½
Jan. 30, 1872	Lake Shore and Tuscarawas Valley. Ohio.	37.0	—	....	68.0	6	—	—	25	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	———	—	(Opened t	hrough in	July, 187	3.)		—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	160,068	.....	.....	2,662,921	553,000	92,592	.....	74.0	101,885	163,267	69,137	219,268	80,974	.....	100	.....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North. N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	.....	(Leased	by Housat	onic R. R.	Co.)	3,010	.....	100	.....
Sept. 30, 1872	7.0	—	0.4	0.2	.....	.....	.....	.....	New York and Mahopac.....New York.	254,012	.....	.....	.....	265,000	.....	.....	.....	.....	(Leased	by New Y	ork & Har	lem R. R.	Co.)	.....	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,766	892,879	4,483,554	1,769,800	10	100	128½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	.....
Sept. 30, 1872	99.0	—	3.6	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	25.3	112,067	48,554	336,167	179,553	88,216	.....	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,930	483,241	223.0	478,580	140,397	113,126	(Rl'hm. &	Danv.)	.....	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern †.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	128,977	53,380	102.0	298,721	82,719	.....	395,463	159,695	.....	100	.....
Jun. 30, 1873	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	.....	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	68,394	.....	67.7	617,092	889,571	660,119	1,336,938	592,322	5a	50	90
Dec. 31, 1872	95.0	45.3	23.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,219,983	261,561	3,533	140.3	748,888	212,060	315,664	394,774	180,541	.....	100	.....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	52
Mar. 31, 1872	60.2	18.4	17.6	—	27	16	6	540	Northern New Hampshire ...New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	3	100	101
Dec. 31, 1872	21.3	—	4.6	—	.....	.....	.....	.....	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	.....	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	.....
May 31, 1873	153.0	106.0	.....	1,441	72	16	6	1,554	Northern Pacific.....Minn. Dak. &c.	13,232,142	1,908,538	601,894	.....	.....	50,000p.m	.....	.....	559.0	.....	(No sta	tement pu	blished.)	.....	.....	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †..Conn. & Mass.	2,463,983	*	84,706	109,188	2,264,400	759,000	25,526	731,947	66.4	410,089	372,841	346,567	771,602	298,228	10	100	128
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	828,841	Loss.	.....	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,378	1,005,979	263,867	6	100	55
Dec. 31, 1872	10.0	2.0	3.8	—	2	.....	.....	66	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,469	25,556	6	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	928,902	.....	393.0	2,852,768	404,765	708,799	3,343,845	984,008	.....	100	30
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	64	50	80
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,854	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	160.7	1,110,675	3,711,345	510,424	1,897,468	630,249	64	100	112½
Dec. 31, 1872	9.9	2.0	3.1	—	...	35	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	756,000	78,852	.....	11.9	.....	2,984,917	.....	203,094	24,683	.....	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	866,451	.....	292.6	713,252	196,894	161,484	988,371	403,598	.....	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	.....	.....	.....	.....	Osage Valley and Southern Kansas....Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	.....	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	.....	100	.....
Sept. 30, 1872	28.6	—	3.3	—	.....	.....	.....	.....	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	.....	(Leased	by Rome,	Watertown	& Ogd.	R.R. Co.)	.....	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	380,270	.....	.....	1,144,400	180,000	.....	.....	35.0	289,089	171,962	232,391	554,880	78,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction;	no return	s.)	.....	100	.....
Dec. 31, 1872	283.5	15.5	39.1	—	.....	.....	.....	.....	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	.....	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	20
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	403,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	.....	100	.....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	constructi	on: no ret	urns.)	.....	.....	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,692	10½	100	100
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No	statement	furnished	.)	.....	100	.....
Dec. 31, 1872	14.5	—	14.5	—	.....	.....	.....	.....	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	.....	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	.....
Dec. 31, 1872	12.0	—	2.6	—	.....	.....	.....	.....	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	.....	(Leased	by Erie R	ail'y Co.)	.....	25 p. c.	.....	100	.....
Dec. 31, 1872	15.1	—	15.1	—	.....	.....	.....	.....	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	.....	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	.....	.....	.....	.....	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	.....	(Leased	byTol.Wa	b. & Wtn.	Co.)	.....	.....	100	.....
Dec. 31, 1872	22.0	—	1.8	—	.....	.....	.....	.....	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	.....	(Leased	by United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	18.0	—	1.1	—	.....	.....	.....	.....	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	.....	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	.....	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,918	Loss.	.....	100	.....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11439	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,916,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	88
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	575,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	.....	20	50	240
Dec. 31, 1872	22.5	—	1.2	—	.....	.....	.....	.....	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	482,297	700,000	.....	.....	.....	(Leased	to Penna.	R.R. Co.:	recently	opened.)	.....	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,266,527	1,608,287	437,135	.....	50	.....
Dec. 31, 1872	46.0	—	6.6	—	.....	.....	.....	.....	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	.....	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,506	302,552	.....	.....	50	.....
Dec. 31, 1872	6.5	—	1.0	—	.....	.....	.....	.....	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	.....	(Oper.b	y Penna.	R. R. Co.)	.....	.....	.....	100	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	288,944	133,851	.....	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	184,307	295,594	105,205	.....	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	.....	50	35
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	&Read'g.)	287,816	271,179	12	50	167
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	104
Dec. 31, 1872	26.6	—	36.3	—	.....	.....	.....	.....	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	113½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318,306	175,895	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	110
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9,800	12,854	20,483	Loss.	.....	50	.....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,118	3,856,649	799,501	.....	50	.....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	508.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	89
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In operat	ion only t	hree mon	ths.)	.....	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,980,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	.....	50	.....
Sept. 30, 1872	18.6	—	1.4	—	.....	.....	.....	.....	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	.....	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	.....	.....	.....	.....	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	*	.....	.....	719,390	450,000	.....	.....	.....	(Leased	by Pennsy	lvania Co.	)	.....	.....	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	.....	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,089,095	906,000	259,132	28,859	60.0	118,100	55,592	87,856	115,484	40,361	.....	100	.....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	.....	(Earnings	used in co	nstructio	n.)	.....	.....	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,376	14,221	.....	.....	100	.....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	213	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	33,078	.....	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	.....	(Leased b	y Eastern	R.R. Co.)	.....	.....	10	100	122
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated	for benefit	of contra	ctors.)	.....	25	.....
May 31, 1873	71.	—	4.9	39.0	.....	.....	.....	.....	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	.....	(Leased b	y Eastern	R.R. Co.)	.....	.....	6	100	87
Sept. 30, 1872	4	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,018	10,40	53,079	14,038	.....	100	.....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,907	239,926	19	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	....	....	437,917	50,006	63,611	....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	....	260,000	269,000	2,600	....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	....	....	1,000,000	850,000	....	....	41.7	....	....	....	98,000	....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	....	92,150	166,085	97.0	....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	....	....	876,000	350,000	....	....	44.0	....	....	....	76,937	....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	....	....	6,000,000	1,925,000	....	....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	100
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	....	....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	....	....	650,000	615,640	....	....	38.3	(No returns obtained.)					—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	....	....	....	557,560	....	....	....	—	(Leased by Erie Railway Co.)				34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,579	*	....	....	6,490,579	9,000,000	....	....	316.5	....	....	....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	....	....	250,844	....	....	....	20.0	(No information.)				....	16	100	....
Sept. 30, 1872	141.1	48.5	25.8	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	....	....	2,998,900	1,735,606	28,359	....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	....	1,256,719	....	6,641,300	1,701,000	1,180,628	....	239.0	(Leased to Central Verm't.)			434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	....	....	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	....	....	....	....	....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	....	....	....	250,000	....	....	59.0	....	70,265	35,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	....	238,001	4,768,400	6,700,000	218,001	....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,558,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	....	....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	56
Dec. 31, 1872	310.0	48.0	25.9	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	....	11,000,000	5,807,000	....	....	220.0	....	....	....	....	....	—	100	....
Dec. 31, 1872	152.6	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	....	....	....	2,324,100	3,477,000	....	....	—	(Leased by Chicago & Alton R.R.Co.)				240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	35	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,928	....	581.7	2,893,281	428,957	517,528	2,780,820	748,189	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	5	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	....	208,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	....	....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	....	283.0	462,489	285,279	152,356	482,566	....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	....	784,777	....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	....	....	937,500	2,307,000	....	....	160.0	....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	....	347.0	635,300	98,234	....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	....	....	1,000,000	1,427,800	....	....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	208	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*	....	105,689	1,278,400	210,000	107,000	....	80.0	235,679	26,309	162,532	565,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	*	....	....	3,750,000	9,230,000	large	....	287.0	....	....	....	800,000	....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	....	....	1,389,000	1,423,000	10,000	....	80.5	60,500	32,313	34,321	79,481	23,424	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,235	78,945	20,000	....	199,000	780,000	....	....	32.0	40,500	16,170	56,220	58,350	32,393	—	53	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	....	....	2,068,400	1,628,000	....	....	157.8	....	....	....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,132	*	568,362	....	2,800,000	1,740,000	450,494	....	—	....	(Run by contractors: no returns.)				—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	....	South and North Alabama.....Ala.	7,481,764	*	....	....	3,458,067	4,906,000	....	....	131.0	....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	....	....	1,783,021	2,288,000	89,881	....	116.0	302,744	161,821	178,099	507,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	....	....	1,000,000	2,250,000	386,782	....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	....	....	3,825,000	4,592,000	1,007,953	....	165.5	....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	....	....	8,404,800	5,750,000	....	....	170.0	....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	....	....	4,000,060	4,480,000	140,000	....	—	....	(Not in operation at date.)				—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	....	....	2,004,000	1,670,000	129,414	....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	....	....	1,063,400	500,000	229,997	....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,944	1,179,149	99.2	....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	....	....	200,000	4,000,000	....	....	66.0	....	....	....	346,001	35,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	....	....	5,700,000	3,450,000	204,794	....	237.5	1,192,831	....	....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	....	....	16,000,000	18,683,000	....	....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	534
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	....	....	1,599,000	1,899,000	65,309	....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,943,812	*	....	....	36,762,300	75,172,512	....	....	1,032.0	....	166,668	....	8,862,605	4,092,032	—	100	314
Dec. 31, 1872	165.0	—	160.0	—	242	281	8	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,836	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,804	8,266,226	2,261,060	10	100	1164
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	....	....	500,000	1,000,000	....	....	37.0	....	....	....	360,612	209,258	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,000,000	*	....	....	400,000	600,000	....	....	31.0	....	....	....	126,384	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	....	....	1,754,020	775,500	....	....	92.2	201,688	184,533	62,064	337,299	111,309	8	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,188,844	438,131	....	....	2,908,600	....	....	....	120.0	228,887	246,161	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	....	....	....	3,000,000	....	....	....	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	48
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	....	....	5,000,000	6,500,000	....	....	773.0	....	....	[2 yrs.	8,497,442	496,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,390	2,360,000	900,000	68,899	157,751	88.1	249,299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,086,644	*	245,588	193,945	454,072	2,929,236	86,869	....	140.0	161,288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.8	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	....	....	....	998,005	750,000	78,187	....	—	(Leased to N. Jer. Southern R. R. Co.)					—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	....	....	....	1,800,000	1,261,400	....	....	—	(Leased to D. L. & W. R. R.)			525,749	215,653	7	100	82
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,436,176	128,577	128,778	....	900,700	130,400	321,248	346,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	182.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	568,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	....	626,504	150,534	—	100	....
Dec. 31, 1872	188.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	....	....	125,932	1,590,245	58,587	—	....	....
Sept. 30, 1872	60.0	—	8.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,893	1,800,000	109,069	....	60.9	217,760	134,655	73,841	197,707	7,098	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	....	....	....	1,022,450	1,800,000	1,023,555	....	—	(Leased by Pennsylvania R. R. Co.)					—	53	....
Dec. 31, 1872	60.7	—	16.2	—	16	63	8	171	West Jersey.....New Jersey.	2,255,555	*	1,486,466	178,462	1,359,700	2,393,000	162,583	....	128.9	330,555	842,728	28,443	604,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	28	14	10	600	West Wisconsin.....Wisc.	5,640,000	*	....	....	4,000,000	4,640,000	....	....	165.0	....	....	....	542,848	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	....	....	500,000	79,642	....	....	32.0	30,328	53,175	11,638	49,364	430	—	53	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	361,117	51,244	....	300,000	3,900,000	304,142	....	172.0	....	....	....	501,048	223,498	—	100	....
Oct. 31, 1872	63.6	—	9.8	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	82,892	....	750,063	1,382,809	106,610	....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.6	19.0	9.5	—	42	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,303	1,456,200	1,619,100	77,042	299,551	181.0	519,184	124,995	....	635,871	280,333	—	100	....
Dec. 31, 1872	130.6	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	....	....	1,687,500	1,591,500	....	....	—	....	....	....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H. & Mass.	2,212,144	*	85,701	45,143	1,425,400	310,300	86,515	573,774	45.7	359,641	381,954	363,042	547,359	195,458	12	100	128
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	....	1,880,300	1,997,872	....	....	12.8	....	....	....	419,222	251,715	4	80	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	....	....	8,229,394	8,065,550	....	....	184.5	....	....	....	....	....	—	25	....
Dec. 31, 1872	90.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,250	*	....	....	1,633,350	800,000	....	....	—	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,389,210	725,581	20,988,209	....	15,000,000	13,000,000	....	....	168.0	....	....	1,869,557	86,970	loss.	10	100	112
Dec. 31, 1872	43.0	22.8	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	....	....	3,947,400	....	....	....	65.5	....	....	....	367,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,900	*	....	....	3,784,250	16,767,856	....	....	108.0	....	....	1,041,301	506,060	32,570	—	50	678
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,050	*	....	....	1,004,150	110,000	5,054	....	85.0	....	....	1,059,964	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	....	....	2,200,000	1,125,128	....	....	103.0	....	....	....	322,762	20,194	7	50	80
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,088,350	*	....	....	4,457,150	2,588,000	1,048,200	....	300.0	....	....	667,573	556,164	loss.	—	50	75
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,537,128	2,295,573	271,467	....	4,385,798	5,576,338	187,186	....	108.3	(Lease to Ph. & R'g.)		1,200,181	649,382	634,169	1	50	79
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,897,106	*	....	....	3,092,708	2,787,313	165,311	....	45.0	(Lease to Ph. & R'g.)		426,333	99,151	81,241	—	50	18
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	2,907,350	*	....	....	2,907,350	300,000	25,000	....	84.0	....	....	124,960	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	....	....	1,100,000	748,000	295,510	....	....	(Leased to Pennsylvania.)					—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p. c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	13½
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar	1,159,500	7	7	82
Camden and Amboy,* guaranteed...	6,847,800	10	10	115½
Camden and Atlantic, preferred.....	763,549	7	3½	30
Cayuga and Susquehanna,* guar.....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	99½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed	380,000	6	6	....
Cheshire, preferred	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	104
Chicago, Iowa & Nebraska,* guar..	3,916,300	....	8	90
Chicago and North-Western, pref...	21,289,563	7	7	73½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	85
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,060	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	57
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred	8,536,910	7	7	69
Erie and Pittsburg,* guar	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	36
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	85
Joliet and Chicago,* guar	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	....
" " 2d pref.....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	64½
Mine Hill,* guaranteed	3,856,450	8	8	102
Montclair,* guaranteed	2,000,000	7	....	....
Morris and Essex,* guar	15,000,000	7	7	92½
Nesquehoning Valley,* guar	2,000,000	10	10	100
Newark and New York,* guar	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed	7,295,200	10	10	116
New London Northern,* guar	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	110
" " *com. & guar.	8,500,000	8	8	121
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	128
Ogdensburg & Lake Champ.,* guar..	5,077,000	7	7	55
" " pf. & *guar.	2,000,000	8	8	94½
Ohio and Mississippi, preferred....	4,030,000	7	7	58
Oswego and Syracuse,* guar	1,144,400	9	9	....
Panama,* guaranteed	7,000,000	12	12	100
Paterson and Hudson,* guar	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	167
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	116
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	89
Pittsfield and North Adams,* guar.	450,000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	122
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	43
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	30
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref.	12,000,000	....	....	34½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar.....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref.	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar	1,638,350	8	6	....
Delaware and Raritan,* guar	6,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar	1,695,000	4	4	45
Susquehanna Navigation, preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	45 —	@ 46 —
Gartsherrie		— —	@ 48 —
Glengarnock		42 —	@ 43 —
Eglinton		— —	@ — —
Pig, American, No. 1		32 —	@ 34 —
Pig, American, No. 2		28 —	@ 30 —
Pig, American, Forge		26 —	@ 23 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes		162 50	@ — —
Bar, Swedes, Plow sizes		172 50	@ — —
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in		— —	@ 77 50
Bar Refined, 1½ to 6 by ¼ & 5-16 in		— —	@ 82 50
Bar Refined, 1 & 1¼ by ¼ & 5-16		— —	@ 82 50
Large Rounds, 2¼ @2¾ to 3¾ @4 in		82 50	@100 —
Scroll		100 —	@135 —
Ovals and Half-round		105 —	@125 —
Band, 1 to 6 in. by 3-16 to No. 12		100 —	@ — —
Horse Shoe		115 —	@ — —
Rods, ½@1-16 inch		82 50	@130 —
Hoop, ¼ by No. 22 to 1 & 1¼ by 13 & 14		117 50	@157 50
Nail Rod	per lb.	— 9	@ — 9½
Sheet Russia, as to assortment	(gold)	— 17½	@ — 18
Sheet, Single, D. and T. Common		— 4¼	@ — 5¼
Sheet, Doubles and Trebles, Charcoal		— 6¾	@ — 8
Sheet Galvanized		List 10 per ct. disc.	
Rails, English	(gold) per ton.	— —	@ — —
Rails, American, at Works in Penna. c'y.		— —	@ — —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17	@ — 21
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 25	@ 4 50
8d. and 9d. "		4 50	@ 4 75
6d. and 7d. "		4 75	@ 5 —
4d. and 5d. "		5 —	@ 5 25
3d. "		6 50	@ 6 75
2d. and 3d. Fine		8 25	@ 8 50
Cut Spikes, all sizes		4 50	@ 4 75

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— 32	@ — 32½
Straits	(gold).	— 27½	@ — 28
English	(gold).	— —	@ — 26½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal...per box.	10 25	@10 75	11 50	@ 12 —
I. C. Coke	8 —	@ 8 62½	9 —	@ 9 62½
Coke Terne	6 75	@ 8 25	7 75	@ 9 25
Charcoal Terne	9 25	@10 —	10 50	@ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½	@ — —
Crude 40@47 gravity (in shipping order)		— 10½	@ — 10½
Refined, Standard White (in ship'g order)		— 14	@ — 14½
Refined, S. W. (in jobbing lots)		— 14½	@ — 14½
Refined, S. W. (in tin)		— 19	@ — 22
Naptha, Refined (65@73 gravity)		— 8½	@ — 9
Residuum....(in shipping order)	per gall.	— 8½	@ — 9

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@ — 33
Copper, Bolts		— —	@ — 35
Copper, Braziers' (over 16 oz.)		— —	@ — 35
Copper, Nails		— —	@ — 40
Copper, Old Sheathing, &c., mixed lots		— 20	@ — 23
Copper, American Ingot		— 24½	@ — 24½
Copper, English Pig		— —	@ — —
Yellow Metal, New Sheathing & Bronze		— —	@ — 26
Yellow Metal, Bolts		— —	@ — 32
Yellow Metal, Nails, Sheathing & Slating		— —	@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 87½	@ — —
German Ordinary	(gold)	6 87½	@ — —
English	(gold)	6 87½	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe		16½c. pr. lb.	
Tatham's improved Tin-Lined Lead Pipe		16½c.	

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— —	@14 —
Liverpool House Cannel		— —	@20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Boston, Hart. & Erie	3½	2¾	3	2¾	2¼	2½
Canton Co	63	63½	65	69½	68	70
Central Pacific 6s	93	93½	....	93	....	95½
Central of N. Jersey	96½	95	97	96	98¾	99½
Chicago & Alton	99	....	....	100	....	100½
" pref	104	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	95	....	95	....	96	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	49¾	49	51½	53¾	54¾	56½
" pref	70¼	69¾	70	71½	71½	73½
" 1st M	96	....	....	....	....	99
" S. F	....	....	....	....	....	....
" Consol	....	....	88	....	89	....
Chic., Rock Isl. & Pac.	94¾	94	95½	97	97¾	98½
Chi., R. I. & Pa. 7s, 1896	....	....	....	103	103½	103
Clev., Col., C. and Ind	....	....	....	72	....	71½
Clev. & Pittsburg guar.	82	81½	82	82½	83	85
" 2 M	....	....	....	....	....	....
" 3 M	96	....	....	....	....	....
" 4 M	....	....	....	....	88	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	25¾	25¾	26½	26½	27	27
" 1 M	....	80¾	81	81½	....	81½
" 2 M	61	....	61	....	....	....
Del. & Hudson Canal	112	....	112	112	112	112½
Del. Lack. & Western	97½	96¾	98¾	99½	99¾	100½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	98½	....	....	97	....	....
Erie Railway	45¾	....	46	46½	46¼	43½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	97½
" 3 M. 7s, 1883	....	....	....	....	....	96½
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	78	....	79	79	79	....
Hannibal & St. Joseph	25	24¾	25½	27½	27¾	27¾
" pref	35½	....	37	....	36	....
" 8s, conv.	77	....	....	78¾	78¼	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 8 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	98½	....	99½
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	71½	72¼	73½	75¼	76½	75¼
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	74	74	75	73	74	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	99	....	....	....	....	100½
" 2 M	95	....	95	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	35¾	35¾	36¾	39¼	40¼	41
" pref	59½	60½	60¾	62¼	63¼	64¼
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	101	....	....	....	103	....
" 7 3-10s con	....	....	....	....	....	93
" 7s, gold	82½	....	82	....	82	....
Missouri 6s	90½	93	93	93½	....	....
" H. & St. J. 8s	....	....	90	....	90	90
Morris and Essex	....	92	92½	....	92½	92½
" 1st mort	....	102	....	....	102	102½
" 2d mort	....	97½	....	....	....	....
N. Y. Cen. & Hud. Riv.	92¾	92¾	93½	95	95½	95¾
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	90	....	....	....	....	....
" 6s, S.F. 1887	90½	....	....	....	....	....
N. York and Harlem	119	119	119	122	121	121
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York N. Hav. & Hart.	124	124½	124½	127	126	126½
N. Carolina 6s, old	....	....	....	26	....	....
" new	....	....	....	....	....	....
Ohio and Miss	28¼	28¼	28¼	29¾	30¼	30¾
" pref	....	....	58	....	....	....
" 2d M	73¼	74	....	75	75	....
Pacific Mail S. S. Co	38¼	39¼	40¼	40	40¾	38¾
Panama	93	91	95	96	96	100
Pitts., Ft. W. & Chi. gtd.	....	89	....	....	....	89
" 1 M	103	....	....	....	....	....
" 2 M	97½	....	....	....	100	100
" 3 M	....	89	....	....	....	....
Quicksilver Mining Co	24	24	27½	29	28	22½
St. L., Alton & T. H	....	....	....	....	....	....
" pref	25	....	....	27½	28	30
" 1 M	....	99½	....	....	....	....
" 2 M. pref	....	88	....	....	88½	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	76	....	80	....	....
" new	75	75	77½	....	79	....
Tol., Wab. & Western	47½	47½	50½	52½	53¾	53½
" pref	....	....	....	71½	....	....
" 1 M	....	....	....	....	....	94
" 2 M	....	87	....	....	86	....
" Equipment	70½	70½	....	70½	....	....
" St. Lou. Div.	82	....	82	82½	....	84
Union Pacific	27¼	27¾	28¼	29½	31¾	31¾
" 1st mort	80½	81	82½	83¾	83	85
" L. Gt. 7s	71½	72¾	73½	74¼	75½	76½
" Inc. 10s	67	66	....	67	67¾	69
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	50	....	50¾
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	109¾	110	110	110¼
U. S. 5s, 10-40s, coup	110¾	110	110	110	110¼	111
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	110	....	....	110	....	111
U. S. 6s, 1881, reg	114¾	114	114¼	114¼	114¼	114¾
U. S. 6s, 1881, coup	117¾	117¼	....	118¼	117¾	....
U. S. 6s, 5-20s, reg. '62	....	....	110¾	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	113¼	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112	112¼	112¾	113¼	113¾	114¼
U. S. 6s, 5-20s, reg. '65	....	....	113	....	112¾	....
U. S. 6s, 5-20s, c. 1865	112¼	112¾	113	....	113¾	....
U. S. 6s, 5-20s, r. n. '65	....	112¾	112¼	....	....	....
U. S. 6s, 5-20s, c. n '65	116	....	116¼	117	117	117¼
U. S. 6s, 5-20s, reg. '67	113	....	113¾	113¼	....	....
U. S. 6s, 5-20s, c. 1867	117	116¾	116¾	115¾	117¾	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	117	116¾	....	116¾	....	117¾
U. S. 6s, Pac. R.R. issue	110	109¾	109¾	110¾	110¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8	Tu.9
Catawissa preferred	40¾	....	....	....	....	41
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	93	....	93	91¼	93	91¾
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	26¼	25¾	25¼	27¼	28	28¼
" 6s, 1884	88½	....	....	....	....	....
" Gold L.	....	88¼	....	....	....	....
" R. R. L.	....	....	....	88¼	....	....
" Conv. L. '77	71	....	....	....	....	....
Lehigh Valley R. R.	57¾	57¼	57	57¾	58¼	58
" 6s new coup	93	....	....	....	93¼	93¼
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	46	....
" 7s	....	....	....	....	....	....
Minehill	51	51	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	118	....	....
North Pennsylvania	45	....	....	....	....	....
" 6s, 1885	....	....	....	....	....	99
" 7s	96¼	....	....	....	97	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	....	15	....	....	....	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	44¼	44¼	43¾	44¼	44¼	44
" 1st M.	....	100¼	....	....	101	....
" 2d M.	96¼	....	....	....	....	....
" Gen. mort.	....	....	....	....	....	....
" " reg.	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	105¼	105¼	....	....	....	....
" 6s, 3d series	....	....	....	....	....	109
Philadelphia City, 6s	....	94¼	....	....	....	94¼
" new	100	100¼	100¼	101¼	100¼	100¼
Philad., Germ. & Nor.	....	....	....	....	....	83¼
Phila. & Reading	54	53¼	53	53¾	54	54
Philadelphia and Erie	....	....	....	17¼	17¾	17¼
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	73	....	72¼	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	78	....
United Co. of N. Jersey	116	116	116	116	....	115¾
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20	....	....	20¼	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	W.3.	Th.4	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	95¼	95¼	95¼	....	95¼	95¼
" 1886	97	....	97	....	....	97¼
" 1890	96	....	96¼	....	97	98
" 1884	....	....	....	....	....	....
" 1900	....	....	96¼	....	95¾	96
Balt and Ohio	160	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885. 95	....	....	....	....	....	....
Marietta & Cin. 1st M.	100¼	100¼	....	101¼	101¼	
" 2d M.	88¾	88¼	....	....	88¼	88¼
" 3d M. 8s	79¼	....	80	....	81	....
Northern Central	....	....	26	....	....	26
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellav. 7s.	89	....	....	....	....	90¼
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	50¼	49¾	....	50¼	49¾	50¼
" Defer. Certif.	....	10	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th.4.	F 5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany	136	136	....	135¾	135¾	135¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	103	....	107¾	....	107¾	107¾
Boston and Providence	....	....	146	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	26¾	25¾	25¾	26¾	26¾	26¾
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	94¼	94¼	94¼	94¼	....	95
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	137¼	....	....
Eastern	....	91¼	91	91	91¼	91
Fitchburg	....	....	....	....	....	130
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	76	74¼	74	74	72¾	72
Northern, N. H.	100	....	....	100¼	....	101
Ogdens. & Lake Champ	55	....	....	55	....	....
" pref.	94¾	....	....	....	....	....
Old Colony	112	112¼	112¼	....	....	....
Ph., Wil. & Baltimore	54¼	54¼	....	....	55¼	55
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	29	....
" 6s	....	....	....	....	81¾	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	63¼	....	65	67	
Vermont & Canada	....	51	....	50	48	
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	52	52	51¾	51	51	51
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	24	....	....	23¾	23¾	....
Franklin	4¼	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	39	39	38¼	....	38¼	

London Stock Exchange.

	—Closing Prices.— Nov. 21.	Nov. 28.
Atlantic & Gt. W. 1st mort., $1,000	70 — 72	70 — 72
Do. 2d mort., $1,000	55 — 57	56 — 56
Do. Con. mort. B'nds Bisch's Cert.	24¼ — 24½	25 — 25
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	87 — 89	87 — 89
Detroit & Milwaukee 1st mort. Bonds	60 — 65	65 — 70
Do. 2d do.	60 — 65	65 — 70
Erie shares 100 dol. all paid	36¼ — 36¾	37¼ — 37¾
Do. 6 per cent Convertible Bonds	90 — 92	02 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— —	— —
Illinois Central $100 shares all paid	82 — 84	82 — 84
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	97 — 99	97 — 99
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	80 — 90	80 — 90
Panama 2d mort.	68¼ — 69½	73 — 75
Panama General mort.	96 — 98	96 — 98
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	97 — 98	96 — 98
Do. $50 shares	37¼ — 38	38 — 39
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, December 13, 1873.

Stock Exchange and Money Market.

The movements in the Money line through the past week have shown more steadiness, with call loans quoted from 6@7, and choice to very good mercantile credits at 9@15 per cent per annum. The demand for accommodation has been active, but not particularly, urgent and in most instances has been quite promptly met at the ruling figures. The foreign financial advices have been favorable to ease in the local market. The City banks have made further considerable additions to their specie and legal tender reserves, increasing their average of gold $21,320,300 as against $19,868,000 the preceding week; and their greenback average, to $37,732,500, as against $35,399,000, on the previous return. Their deposits stood at 182⅛ millions, giving an increase of 7⅝ millions. The loan item was 252 millions, against 248 millions on the former exhibit. The circulation was 27⅛ millions, against 27¼ millions the week before. The amount of loan certificates outstanding has been reduced to about $8,000,000. These, it is thought, will all be withdrawn before the close of the year, without causing any more disturbance than the withdrawal of the $18,565,000 which has already taken place, the maximum amount outstanding at any time during the panic having been $26,565,000. The banks are almost daily sending currency to the South for cotton purposes, but not in sufficient sums to particularly effect their reserves, which are gaining, in part from the augmented disbursements of the Treasury Department.

The U. S. Sub-Treasury, last week, enlarged its currency balance $1,791,342, and its coin reserve $69,433. Its currency balance at the close of the week was $15,032,176; and its coin reserve $49,248,001.

Gold has been moderately active, and less variable as to price. The speculative inquiry has been less confident. The customs drain has been very light. The export movement limited. The extremes of the price have been 108⅜@109½, closing on Wednesday at 109⅜ as against 108⅞ on Wednesday of the preceding week. The specie outflow, last week, was $571,468. The imports of specie at this port last week were $561,495; and since Jan. 1, have been $17,890,422 as against $5,468,096 same time last year.

The customs demand for Gold last week averaged only $230,667 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $114,648,745, against $138,807,085 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $62,897,175, against $72,801,661 during the same time in 1872. The export drain of specie since January 1, 1873, has been $46,915,196 against $69,089,961 during the same portion of 1872.

Foreign Exchange has been in fair request and held with more confidence. Bankers' sixty day bills on London closed on Wednesday at 108¼@108⅜; sight bills on London, at 109¼@109⅜. The week's exports of Domestic Produce have been to the currency value of about 5½ millions.

Government securities have been in moderate supply and generally in good request, mainly on investment account, at much firmer and well supported prices.

U. S. sixes of 1881 closed on Wednesday of this week at 117⅞@118¼; U. S. Five-Twenties of 1862, 111¼@111½; U. S. Five-Twenties of 1864 at 113¾@114; U. S. Five-Twenties of 1865 114¼@114½; U. S. Five-Twenties of 1865 consolidated 117@117½; U. S. Five-Twenties of 1867, 117¾@118; U. S. Five-Twenties of 1868, 117½@117¾; U. S. Ten-forties at 110½@111; U. S. Fives of 1881 (Funding Loan) 110½@110¾; Six per cent. currency Sixes from 110¼@110½.

A livelier movement has been noted in Railway and Miscellaneous securities, prices of which, however, have been quite variable, closing buoyantly.

State and Railway bonds have been in good demand, and quoted firmer. Central Pacific first mortgage six per cents closed at from 95@95½.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,093,110, as compared with $3,943,566 same week last year. The exports of domestic produce are $5,170,064, as against $4,586,084 last year. The exports of Gold and Silver, $517,467, as against $699,682 last year. The customs in Gold deposited during the week in the

New York Office of the Treasury amounted to $1,386,400, comparing with $1,941,815 same week last November.

General business has been quite active. Breadstuffs, Provisions, and Cotton have been quite quite freely dealt in. Prices have been quoted stronger, but close irregularly. Petroleum, Naval Stores, and Tobacco have been moderately sought after. Wool, has been much brisker, and has been quoted 2@3cts. per lb. dearer, closing buoyantly. Groceries have been in fair request, Coffee again advancing. Hides have attracted more attention, and have been quoted firmer. Building materials have been quiet and weak as to values. The Metal trade has been generally dull. Copper has been in less demand with prices ruling lower; sales, 300,000 lbs. Lake at 24½c.@24¾c., cash; closing at 24¾c., cash, and 25c., January. Scotch Pig-iron has been quiet and firm. Of Wrought Scrap, 150 tons, from yard, were sold at $38 50. We quote: Eglinton Pig at $40@$41; Glengarnock $42; Coltness, 45@$46; Gartsherrie, $48; No. 1 American Pig at $32@$35; No. 2 do. $28 50@$30; Gray Forge, $25@27; English Rails at $60, gold; American Rails, at works, $65; Old Rails, 35 50 @$36; Wrought Scrap, $38 50. Pig-lead has been in light demand, with foreign quoted at 6⅞d. @7c., gold, for ordinary, and domestic at 6c.@6⅛c., gold; Bar, 9¼c.; Sheet and Pipe, 10½c.; Spelter has been dull at 7⅜c., gold, for foreign. Pig-tin has been dull, with Straits quoted at 28c., gold; English at 26c., and Banca at 32½c.@33c.; Plates have been in fair demand and firm; sales, have been 1,000 bxs. Charcoal, $10 50, gold; 2,000 bxs. Coke, January, $1 25, do.; 1,000 bxs. Charcoal Terne, $4 75, do.; 500 bxs. Coke Terne, $8 25, do.; 500 bxs. Charcoal Terne, $9 50, do.; Charcoal Plates quoted at $10 25@$10 75; Charcoal Terne, $9 50@$10; Coke, $8@$8 50; Coke Terne, $7 25@$8 25, gold, per box. At the Live Stock markets, trade has been fair, and prices closed about steady. Ocean freights have been lower, and moderately active.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern consol. gold bonds, 79; Clev., Col., Cin. and Ind. 1st mort., 99; Boston, Hartford and Erie 1st mort., 26⅝; Albany and Susq. 1st mort., 100½; do. 2d mort., 93; Long Dock bonds, 91; Lake Shore div. bonds, 90; Pacific R. R. 7s, guar. by Mo., 98; Gt. Western 1st mort., 1888 91½; Central of New Jersey 1st mort. new, 103½; Ohio and Miss. 7s, consol., 89⅝; do. consol. S. F., 91; Milwaukee and St. Paul 1st mort. LaC. div., 90½; do. Iowa div. 80; do. H. and D. div., 76; Michigan Central 7s, 91½; Western Pacific R. R. bonds, 80; Clev., Painesv. and Ash. 7s, old, 98; do. new, 90; Louisville and Nashville 7s, 1898, consol., 85½; Canada Southern 1st mort., 64¾; Quincy and Toledo 1st mort., 83; Toledo, Wabash and Western 7s, consol., 72½; Toledo, Peoria and Warsaw 7s, W. D., 66; Cleveland and Pittsburg 7s, consol., 92; Lake Shore and Michigan Southern 7s, consol. reg., 92; North Missouri 1st mort. 81¼; St. Louis and Iron Mt., 56; do., 1st mort., 94¾; do. 2d mort., 73¾; St. Louis, Kansas City and Northern pref., 34⅞; Atlantic and Pacific pref., 13½; Pacific R. R. of Mo., 29; Western Union Telegraph, 73⅛; Quicksilver pref., 34; Consol. Coal of Md., 50; Maryland Coal, 19; Spring Mt. coal, 40; Am. Exp., 59; U. S. Exp., 91; Adams Exp., 91; Wells Fargo Exp., 75; South Carolina 6s, new, Jan. and July, 11; Rhode Island 6s, 100; Louisiania 6s, old, 48; N. Y. State 7s, B. L. reg. 104¾; Brooklyn 6s, W. L., 91½.

Philadelphia.— Pennsylvania R. R. dividend scrip, 91; Nesquehoning R. R., 50; Lehigh Valley 7s, 100½; Catawissa R. R., 15⅞; do. new pref., 32½; do. 7s, new, 96½; Philadelphia and Reading 6s, 1844-'80, 96½; do. 7s, 1893, 101; do. Gen'l mort., 7s, reg., 102; do. coupon, 96½; do. 7s, new conv., 98¾; do. deben. bonds, 80; Allegheny Valley 7 3 10s, 89; Pennsylvania and New York 7s, 97½; Susq. Canal, 5⅛; do. 6s, 70; Westchester and Philadelphia 7s, 100; Sunbury and Erie 7s, 99½; West Jersey R. R. 7s, 100; Pittsburg, Cincinnati and St. Louis 7s, 60; Huntington and Broad Top Mt. 2d mort., 90. The latest quotations are: City 6s, 94¼@—; do. free of tax, 100¼@100½; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 105@105½; do. 3d series, 108@109; Philadelphia and Reading 58⅞@54; do. Gen'l mort. 7s, coup., 96@97½; do. reg., 101¾@102¼; do. mort. 6s, 1880, 96@98; do. 7s, new, conv., 99@99¼; United New Jersey R. R. and Canal Co., 115½@116; Camden and Amboy mort. 6s, 1889, 91@91½; do. 1883, 90@90; do. 1889, 85@87; Pennsylvania R. R., 44@44; do. div. scrip, 91@91¼; do. 1st mort., 100@101; do. 2d mort., 96⅝@—; do. General mort. coupon, 88@90; do. reg., 90½@91½; Little Schuylkill R. R., 46¼@—; Morris Canal, 46@50; do. pref., 118@120; do. 6s, 80@—; Susquehanna Canal, 5@6; do. 6s, 70@71; Schuylkill Nav., 5¾@7; do. pref., 11¾@12¼; do. 6s, 1882, 73@75; do. 1872, 77½@80; Elmira and Williamsport pref., 35@40; do. 7s, 1873, 95@97; do. 5s, 50@60; Lehigh Coal and Navigation, 29@29; do. 6s, 1884, 88@89; do. R.R. Loan, 87½@88; do. Gold Loan, 88@89; North Pennsylvania, 44@49; do. 6s, 98⅛@99½; do., 7s, 97@99; do. Chattle 10s, 103@105; Philadelphia and Erie, 17@18; do. 6s, 83@87; Minehill, 50½@51½; Catawissa, 15½@16¼; do. pref., 40@41½; do. 7s, 1900, 96@96½; Lehigh Valley, 57⅞@58; do. 6s, new coupon, 93¼@93½; do. reg., 93½@94; do. 7s, 100½@100¾; Fifth and Sixth streets, (horse,) 52@55; Second and Third, 57@59; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 28@30; Green and Coates 41@—; Chestnut and Walnut, 54@—; Hestonville, 18@20; Germantown, 30@40.

Boston.—Boston and Maine 7s, 1892, 101; Vermont Central 1st mort., 20; do. 8s, guar., 63¾; Michigan Central 8s, 1890, 99; do. 7s, 1902, 90; Chicago, Burlington and Quincy 7s, 88½; Boston, Clinton and Fitchburg 8s, 1882, 95; Mansfield and Framingham 8s, 1882, 94; Cape Cod R.R. 7s, 1881, 98; Atchison, Topeka and Santa Fe 7s, 47½; Cheshire R. R. 6s, 1880, 90¾; Salem and Lowell 6s, 1873, 90¼; Boston and Albany 7s, 1892, 102¾; Eastern R. R. 7s, 1887, 98; Old Colony 7s, 101; do. 6s, 1876, 96; Western R. R. 6s, 1875, 97¾; Summit Branch, 34½; Chicago, Iowa and Nebraska R. R., 90; Worcester and Nashua R. R., 128; Rutland pref., 43; Cincinnati Sandusky and Cleveland R. R., 9¼; Burlington and Missouri River R. R. in Iowa, 90; do. in Nebraska, 52½; do 8s, in Nebraska, 1894, 92¼; do. new, 88; Vermont and Canada R. R., 48; Connecticut and Passumpsic Rivers R. R., 80¼; Norwich and Worcester R. R., 128; Boston Water Power Co., 12⅝; Cary Imp., 6⅞; Brookline Land, 4: Essex Co., 130; Boston 6s, 1880, currency, 98; do. 5s, 1886, gold, 92; Charlestown 6s, 1892, 94; Chicago 7s, 1877@1894, 94¾; Cleveland 7s, 1878, 97⅛; Salem 6s, 1891, 92¼; Worcester 6s, 93½; Rochester, N. Y., 7s, 1903, 95; Cook Co., Ills. 7s, 94; Lawrence 6s 90; Norwich 7s, 100; Chicago 7s, 95; Cambridge 6s, 1882, 93¾; Lowell 6s, 1890, 92⅛; Allouez Mining Co., 1½; Calumet and Hecla, 186¾; Duncan, 75c.; International, 20c.; Mesnard, 1¼; Petherick 1¼.

Baltimore.—Central Ohio R. R., 40; do. 1st mort., 87½; Orange, Alex. and Manassas 7s, 80⅛; Orange and Alexandria 3d mort., 73; do. 4th mort., 74; Northern Cenral 6s, 1900, gold, 89; Virginia consols, coupons, 79; Maryland Defense 6s, 105. The latest quotations are: Wilmington, Columbia and Augusta bonds, 72@73; Pittsburg and Connellsville 7s, 1898, 90½@94; Baltimore and Ohio, 158@162; do. 6s, 1875, 96@98; do., 1880, 95@95; do., 1885, 95@95¼; Parkersburg Branch, 9@11; Northern Central, 26@29½; do. 6s, 1885, 89@90; do., 1900, 83@85; do., 6s, 1900 gold, 89@92: N. W. Va. 3d mort., 1885, 90@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101⅝@—; do., 2d mort., 7s, 88@88⅜; do., 3d mort., 8s, 81@82; Central Ohio, 38@40; do. pref., 84½@40; do. 1st mort., 87¼@87½; Western Md. 1st mort. 6s, 1890, 78@—; do. 1st mort. guar., 96@96; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 93⅛@96; do. 2d mort. pref., 35@55; do., 2d mort. guar. by Washington Co., 83@87; Richmond and Danville 1st mort., 69@70; Orange and Alexandria 1st mort. 6s, 80@93; do., 2d mort. 6s, 80@82½; do., 3d mort. 8s, 74¾@75½; do., 4th mort. 8s, 72@74; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 71½@74½; do. 8s, 3d mort., 83@88; Baltimore 6s, 1875, 95⅜@95½; do., 1884, 94@95; do. 1886, 96½@98; do. 1890, 97@97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 95¾@96; do. 1900, new, 95@96; do. 1902, 96½@98; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 105@105; Virginia 6s, old, 30@35; do. coupon old, 32@33; do. consol. 6s, 50½@51; do. coupons, 79@80; West Virginia, 10@12; City Passenger R. R., 16½@20; George's Creek Coal, 122@135.

☞ The earnings of the Union Pacific Railroad for October, 1873, were $1,170,586 41, the expenses (including $99,947 84 taxes) $594,763 67, and the net earnings $575,822 74. In October, 1872, the earnings were $980,706 11, the expenses, $538,878 35, and the net earnings $441,827 76—showing an increase in earnings of $189,880 30, with an increase in expenses of $55,885 32, making the increase in net earnings $133,994 98. From January 1 to October 31, 1873, the earnings were $8,536,611 02, the expenses $4,287,646 42, and the net earnings $4,248,964 60—showing an increase in gross earnings compared with 1872 of $1,817,583 64, and an increase in net earnings of $1,116,388 44.

☞ The Fredericksburg, Orange and Charlottesville Railroad has been taken possession of by the State of Virginia, the charter being forfeited by non-compliance of the company with the terms of the charter, the road not being completed at the specified time.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending November 29, at 338,972 tons, and for the coal year 18,634,344 tons, against 17,858,179 tons to corresponding time last year, being an increase of 776,165 tons. The bituminous tonnage for the week is 70,829 tons, and for the year 3,093,285 tons, giving a total of all kinds for the week of 459,799 tons, and for the year of 21,727,629 tons, against 20,476,030 to same time last year, being an increase of 1,251,599 tons.

☞ The earnings of the Central Pacific Railroad for the month of November, 1873, were $1,296,812, against $1,293,957 in November, 1872, and $897,232 in November, 1871. For the first eleven months of 1873 the earnings have been $11,906,402, against $11,886,969 for the first eleven months of 1872, and $8,794,713 for the first eleven months of 1871—an increase this year over 1872 of $1,019,433, and over 1871 of $3,111,689.

☞ The Baldwin expedition has arrived at Salt Lake City, and reports the discovery of what is claimed to be the only practicable route for the proposed railroad, to connect that section of the country with the Texas and Pacific Railroad on the thirty-fifth parallel. It passes through the iron and coal region of Iron county, Utah, to St. George, and thence down the Virgin and Colorado rivers.

☞ The location of the Lowell and Andover Railroad has been filed with the commissioners of Middlesex county, and the building of the road will be at once begun. Mr. D. B. Bartlett has been elected secretary and treasurer of the company.

☞ The semi-annual dividend on the stock of the Ohio and Mississippi Railway due December 1, is payable in Londo- scrip being payable March 1, 1875, and bearing 7 per cent interest.

☞ The earnings of the Erie Railway Company for the week ending Nov. 30, 1873, were $359,025, and since Oct. 1, $3,442,444—a decrease compared with the corresponding period of the previous year of $120,654.

☞ The Richmond and Danville Railroad Company has mortgaged its Railway and other property to secure $1,500,000 bonds, to be issued to discharge its obligations. The trustees are Isaac H. Carrington and John C. Williams.

☞ The Secretary of the Interior has accepted the portion of the Cairo and Fulton Railroad between Little Rock and Fulton, 126 miles—in accordance with the report of the commissioners.

☞ Alexander Rieman has been appointed president *pro tem.* of the Western Maryland Railroad Company.

☞ Oliver Ames has been elected a trustee of the Union Pacific Railroad, to fill the place made vacant by the death of Oakes Ames.

☞ The Mississippi Central Railroad has been completed to Cairo.

☞ Cars are now running over the Nashua and Rochester Railroad from Rochester to Lee.

Illinois Central Railroad.

The statement of this Company for the month of November, 1873, is s follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,326.28	for	$10,812 63
Acres Interest Fund Lands Sold	.....	for	.....
Acres Free Lands Sold	120.00	for	1,640 00
Total sales during the m'th of November, 1873	1,446.28	for	$12,452 63
To which add Town Lot Sales	.....	for	.....
Total of all	1,446.28	for	$12,452 63
Cash collected in Nov., 1873			$38,396 33

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$310,902 00	$98,328 00	$409,230 00
Passengers	94,527 50	35,595 10	130,122 60
Mails	6,375 00	3,059 24	9,434 24
Other sources	71,125 00	2,520 76	73,645 76
Tot'l Nov. '73.	$482,929 50	$139,503 10	$622,432 60
Total actual earn'gs, Nov., 1872	$573,592 00	$122 883 30	$696,475 30

☞ The passenger equipment of the Connecticut and Passumpsic River Railroad is being fitted with the Westinghouse Air brake.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, No. 31 NASSAU ST., NEW YORK, Dec. 10, 1873.

INTEREST FOR SIX MONTHS TO 1ST JANuary next, on the Seven per Cent. Certificates of this Company will be paid at this office on the 2d proximo. The transfer-books for said certificates to be closed after the 15th inst. and until the 5th proximo.

L. V. F. RANDOLPH, Assistant Treasurer.

Manufac... FOR SALE.

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Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Muller, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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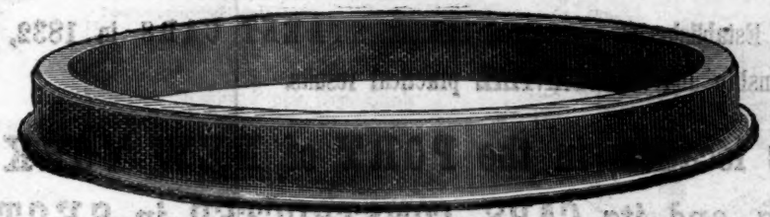

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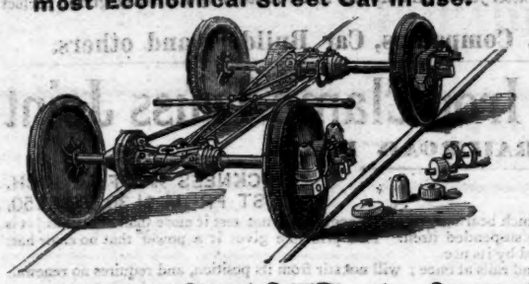

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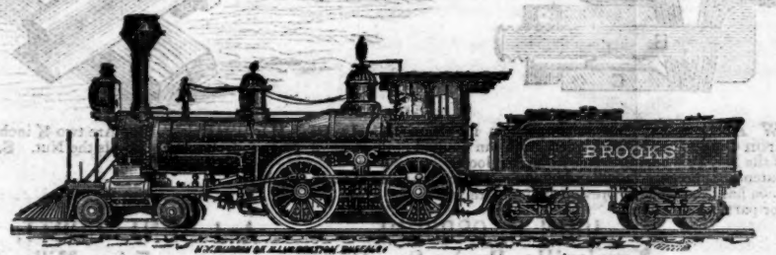

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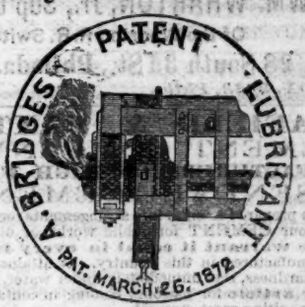

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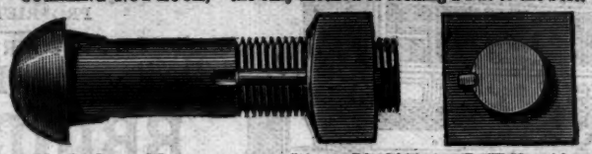

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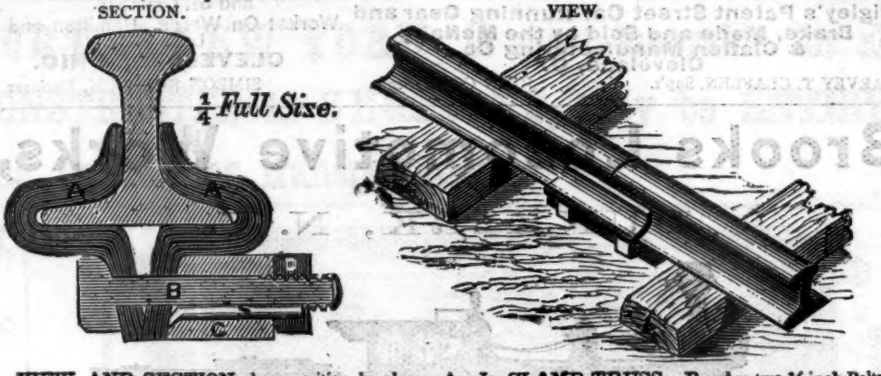

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